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## ENGLISH & SCOTTISH LEAGUE RESULTS & TABLES UP TO DATE

[FROM OUR OWN CORRESPONDENT]

London, Last Night.

Interest in football to-day centred in a full programme of English and Scottish League matches. Results:—

Division I.				Division II.				Division III. (South)				Division III. (North)				Scottish League			
W.	D.	L.	Pts.	W.	D.	L.	Pts.	W.	D.	L.	Pts.	W.	D.	L.	Pts.	W.	D.	L.	Pts.
Birmingham	3	1	7	Blackpool	3	1	7	Barnsley	2	1	5	Brentford	2	1	5	Barrow	2	1	5
Blackburne	1	1	3	Manchester C.	3	1	7	Blackpool	3	1	7	Brighton	2	1	5	Carlisle	2	1	5
Huddersfield	0	1	3	Bolton	2	1	5	Bradford	2	1	5	Bristol R.	2	1	5	Crawley	2	1	5
Leicester	4	1	7	Burnley	3	1	7	Bury	4	1	7	Clapton O.	0	1	3	Nelson	2	1	5
Liverpool	1	1	3	Cardiff	2	1	5	Chelsea	5	1	7	Coventry C.	1	1	3	New Brighton	2	1	5
Manchester U.	3	1	7	Millwall	2	1	5	Derby	3	1	7	Exeter	1	1	3	Port Vale	1	1	3
Middlesbrough	2	1	5	Notts Forest	3	1	7	Everton	2	1	5	Gillingham	1	1	3	Southport	3	1	7
Newcastle	2	1	5	Oldham	2	1	5	Sheff. U.	2	1	5	Lincoln	1	1	3	Stockport	1	1	3
Sheff. Wed.	2	1	5	Southampton	2	1	5	Stoke	2	1	5	Walsall	1	1	3	Wrexham	1	1	3
West Ham	5	1	7	Tottenham	2	1	5	Swansea	2	1	5	Wolverhampton	2	1	5	York	2	1	5
Grimsby	1	1	3	West Brom.	2	1	5												
Grimsby v. Wednesday match postponed.																			

Goals.				Goals.				Goals.				Goals.				Goals.				
P.	W.	D.	L.	P.	W.	D.	L.	P.	W.	D.	L.	P.	W.	D.	L.	P.	W.	D.	L.	
M'chester U.	12	4	3	49	31	28		Blackpool	19	15	1	3	57	31	21		Aberdeen	21	14	3
Derby	20	11	4	36	26			Oldham	19	12	4	3	44	23	28		Rangers	10	14	3
Wednesday	18	11	5	44	22	25		Wolves	21	10	6	41	33	26		Motherwell	20	12	3	
Ant. Villa	22	11	4	46	25	22		Bradford	20	10	4	0	30	34	24		Colt	10	12	3
Leeds	20	10	2	48	39	20	22	Chelsea	21	10	5	6	36	21	21		Partick	11	8	3
Middlesbrough	20	10	2	46	34	22		Bury	19	11	2	6	42	34	22		Kilmarnock	20	9	6
Liverpool	20	9	4	32	37			Cardiff	21	10	3	8	32	29	23		Hearts	20	9	6
West Ham	20	8	5	47	36	22		Southampton	20	9	4	7	43	30	22		St. Mirren	20	10	2
Bolton	20	8	4	46	34	22		Bradford	20	10	4	0	30	34	24		Ayr	20	9	6
Leicester	20	8	4	39	43	20		West Brom.	19	8	7	48	34	30		Hamilton	20	6	9	
Sheff. U.	20	8	3	39	38	19		Hull	20	8	4	28	34	20		Cowdenbeath	19	7	3	
Arsenal	20	8	3	34	29	19		Stoke	21	7	6	8	40	39	20		Clyde	20	6	5
Burnley	20	8	3	42	44	14		Notts For.	20	7	5	8	27	37	19		Dundee	20	4	10
Birmingham	20	7	4	37	34	18		Tottenham	20	6	7	8	26	32	18		Morton	20	6	11
M'chester U.	20	8	2	10	29	43	18	Reading	20	6	7	8	24	29	17		Dundee U.	20	5	4
Everton	21	5	7	9	38	40		Notts C.	21	4	9	8	28	37	10		Queen's Pk.	20	6	12
Portsmouth	20	6	9	32	36	18		Bradford C.	20	5	6	9	32	38	10		Hibernians	20	4	10
Blackburne	20	6	9	27	33	17		Bristol C.	20	6	3	11	33	51	15		Airdrie	20	8	12
Newcastle	20	7	12	38	51	16		Millwall	20	3	9	8	41	45		St. Johnstone	20	6	2	
Sunderland	19	5	4	10	24	37	14	Barnsley	19	6	4	10	26	33	14					
Grimsby	19	5	4	10	32	47	14	Swansea	20	3	4	13	26	30	14					

### LABOUR CRITICISED

#### Unemployment Schemes Attacked

"A VERY OLD GAME"

Rugby, Yesterday.

A debate on unemployment took place in the House of Commons on the report stage of the supplementary estimate for the salary of Mr. J. H. Thomas, Minister-in-Charge of Unemployment.

Mr. Wheatley, a member of the Left Wing of the Labour Party, strongly criticised the record of the Minister in regard to unemployment. He declared that one had to face the hard fact that Mr. Thomas was making no impression on the unemployment situation. So far as he could see, there was not one new idea. The schemes and plans which Mr. Thomas had submitted were those which had baffled the minds of Labour Ministers ever since the unemployment problem had existed.

"Same Old Aims"

Mr. Stanley Baldwin, the Conservative leader, declared that Mr. Thomas was simply playing the same old game which the Conservative Party played four years ago. It seemed that the total products of Mr. Thomas's schemes would be to find work for only 70,000 men, if spread over five years.

No Despair

Mr. Lloyd George, Liberal leader, said he did not think there was any cause for despair. Unemployment was in the main attributable to the fact that our export trade had not recovered. That was bad, but when he looked at the conditions of the export trade in other countries he did not think we had very much cause to feel despair. There were two things on which the Minister should give the House information. The first was how much work he had provided under his schemes this year; and the second was how many more men would have work provided for them by Government grants and assistance than by the schemes of their predecessors in office.

Government's Duty

Mr. Thomas said that when he approached the unemployment problem he made up his mind that if work could be provided it was the Government's duty to do it. That was subject to two conditions. The first was that he could not be a party merely to adding to the dead weight capital of the country, and, secondly, that work accelerated or employment provided would add to the efficiency of the country. There were 80 odd bills waiting to pass the House, and 40 of those contained powers that Parliament must give before they could start a man working.

### INSTONE BREWER

#### Barrister Faces Charges Of Perjury & Larceny

#### LAUGHTER IN COURT

#### How the Minute Book Was Kept

Mr. P. C. Leo, formerly secretary of the Instone Banking Corporation, in liquidation, gave evidence before Mr. A. W. G. H. Grantham, yesterday, in the case in which Mr. Noel Instone Brewer, former President of the Bank, is charged with alleged offences under the Perjury and Larceny Ordinances, in connection with the financial position of the Bank.

Replying to Mr. Somerset Fitzroy, Assistant Attorney-General, Mr. Leo said that as secretary of the bank it was his duty to keep the minute book.

Mr. Fitzroy referred to the meeting of June 8, 1928, and witness said that he believed that he was present at that meeting, and remembered that a balance sheet was approved at that meeting. A document produced by Mr. Fitzroy was identified by Mr. Leo as the balance sheet which was placed before the meeting, and witness said that he saw the directors sign it. The minutes said that the balance sheet was to be printed.

The handwriting witness believed that the minutes were in the handwriting of Mr. Brewer, who signed it. It was such a long time ago that witness could not remember clearly if he had actually seen Mr. Brewer writing the minutes. He thought that it was written after the meeting. Mr. Leo was unable to say who eventually returned the minute book to him. He agreed with Mr. Fitzroy that it was usual to write up the minutes at the meeting.

Next Mr. Fitzroy made reference to the meeting of June 16, 1928, and asked "Was the book out of your possession between June 8 and 16?"

Witness: I can't remember, but most times the book was in my possession, kept in a drawer of my desk. If at any time the book was not with me, then it would be with Mr. Brewer. I never gave it to anyone else.

Taken back to the balance sheet, the witness said that after it was approved at the meeting of June 8, some of the Directors said that as the majority of shareholders were Chinese, the balance sheet should be in Chinese as well as in English.

Mr. Fitzroy: Whom do you take your orders from?—Generally from the Board of Directors. It was at the meeting that I was

### FREE TRADE

#### Deputation Meets The Chancellor

Rugby, Yesterday.

The Chancellor of the Exchequer and the President of the Board of Trade received a deputation from the Free Trade Union yesterday. The deputation urged the importance of a reduction of tariffs, with a view to facilitating international trade. Both Ministers displayed their sympathy and agreement with the views and arguments placed before them.—British Wireless Service.

### REBELS DRIVEN BACK

#### Trouble May Be Settled Very Shortly

#### RAILWAY BRIDGE BLOWN UP

#### Arrangements Made for General Offensive

Chengchow, Yesterday.

The general H.Q. of Tang Seng-chi are established at Ho-siang-chiao (Monk Bridge). His troops are concentrated along Hsuehchang and are reported to be surrounded by the National troops. It is anticipated that the trouble will be settled very shortly.

Prior to his departure from Chengchow, Tang Seng-chi ordered the destruction of the railway bridge at Hei-shih-kuan to impede the advance of General Wan Suen-chih; the communications between Chengchow and Loyang are consequently interrupted.

The main body of the Hupei loyal troops have arrived at Singyang, with the vanguards at Ming-kang. The units of Tang Seng-chi who are now stationed between Chengchow and Hsuehchang, have torn off the tracks of several stations on Kin-Han line.

The Shantung Troops

Peking, Friday.

Mr. Koo Ten-fah, the delegate of General Yen Hsi-shan, arrived at Peking on December 19, to consult with General Feng Ping-yen on the expedition against Tang Seng-chi.

Nanking, Friday.

A portion of Shantung troops have been transferred to station at Lin-cheng on the Tientsin-Pukow line, and are likely to be despatched to the Lung-Hai Railway to operate against the rebels.

Shanghai, Friday.

Upon the arrival of General Liu Shih at Shanghai on the Kin-Han line, a conference was held between Generals Hsia Tao-yen, Chiang Ting-wan and Chan Cheng. The decision arrived at was that Generals Hsia and Chiang are to command the front line, and that a general offensive will be opened against the rebels at Yen-cheng, Hsuehchang, Shichang and Chengchow as soon as General Hui Yuan-chuan has arrived with his forces at Linyu, Tongfeng and Mili-hien.

The Left Wing

Loyang, Friday.

The left wing of General Yang Chih is pushing forward along the Lung-Hai line; his vanguards who arrived at Kungshien on December 18, are now advancing towards Fanchih and Yang-yang; his right wing is moving from Yuchang to attack Hsuehchang.

General Chiang Ting-wan captured Chumai on the 18th, while the rebels retreated to Yenchang.

Tang Seng-chi, whose troops were concentrated at Hsuehchang on the 17th, had intended to retreat westward, but this plan was given up; as Tang Seng-chi's troops were driven back to Hsuehchang.

### FEWER AIR DEATHS

#### Pilots' Changed Attitude To Flying

#### RECKLESSNESS NOT ADMIRABLE

Rugby, Yesterday.

A striking decrease in the number of accidents to Royal Air Force aircraft has resulted from the standardisation on all British service machines of Handley-Page Slotted Wing safety device and other safety measures. Though considerably more flying has been done by Royal Air Force machines in 1929 than in any previous years, the number of accidents has dropped by nearly half as compared with last year, and the killed have diminished by approximately one third.

In 1926 there were 54 accidents and 85 deaths. In 1927 the figures were 37 accidents and 54 deaths. In 1928 there were 50 accidents and 70 deaths. And last year the number of accidents had fallen to 31, accidents and deaths to 42. Parachutes, with which all service air-men are now equipped, were directly responsible during year for saving 16 lives.

The decrease in the number of accidents and fatalities has occurred during a period when there has been an increase in the number of squadrons from 61 in 1926, to 76, as well as an increase in the speed of machines.

Apart from safety devices, it is thought that one explanation of the improvement may be the fact that pilots are now trained more slowly and carefully, and are led to regard flying as the part of a definite profession rather than as an amusing sport. They are consequently less inclined to take unnecessary risks, and have ceased to admire the recklessness of some of the wartime pilots.—British Wireless Service.

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HONG KONG

(Continued on Page 22.)

(Continued on Page 22.)







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Signed KAREL KOZELUH  
22nd April, 1929

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The Warwick Revue Company gives its last performance at the Star Theatre, Kowloon, to-night, prior to leaving for London.

# HOME SPORT

## BOXING

**Carnera Still a Novice**  
B. Donnellon writes in the "London Daily Telegraph" on November 20:—With his right eye puffed and discoloured, Primo Carnera, the Italian giant, after his fight with Stripling, which he won in the fourth round at the Albert Hall on Monday night, was a member of a supper party at which the Prince of Wales was present.

Carnera, none the worse, apparently, for the greatest adventure of his fighting life, was as an overgrown schoolboy—laughing, prattling, paying tribute to the high qualities of Stripling, disposed to deprecate his own fighting gifts, and yet sure that if the contest had not had such an unsatisfactory ending, he would have won; that by reason of his strength he would have worn the American down.

Stripling, for his part, hotly disputed that he had wofully hit low. He is not averse to a return match, and, like the Italian, is positive that he would have been the winner had the referee not applied the closure. Stripling, to his infinite credit, had no complaint. He did not dispute the justice of the ruling of the presiding official. He contented himself by saying: "Maybe I hit low, but it was just an inch or two below the belt, and I don't think it could have hurt him. I thought he knocked my hand down the last time I hit him. Maybe he will become a champion, but he has not a lot to learn. I am sorry the fight finished as it did."

I am opposed to any suggestion of a return contest. No good could come of such an encounter. We have had ample opportunity of seeing and knowing precisely the pugilistic worth of both men. Stripling, as I insisted from the time the match was made, is, as a boxer, immeasurably Carnera's superior, and, in spite of the belief of the Italian that his bulk and strength would have taken him to victory, I hold the opinion that if the American had not been guilty of a foul he was bound to win. Stripling was not vitally hurt or distressed when, immediately after he had toppled over, Carnera in the third round, he himself was floored.

## LAWN TENNIS

Tilden and Betty Nuthall

There is some talk of a proposed lawn tennis match between W. T. Tilden and Miss Betty Nuthall. The object, it is asserted, is to discover the difference between the game as played by men and women. But that does not make a particularly attractive appeal, for to make the proposed match worth watching Tilden would have to concede big odds to Miss Nuthall.

And if the match were arranged, would Tilden play against Miss Nuthall with the same "fire" as he would against Lacoste or Cochet? Would he not exercise some constraint on his game? Really, the idea is not worth entertaining. Middle, Lenglen and Miss Helen Wills could not stand up to Tilden's cannon-ball shots successfully.

Friendly matches for private enjoyment are all right in their way. One has no doubt that Suzanne had matches with the best men players, possibly with the hope of finding means to improve their play. No exception could be taken to those games.

But, incidentally, it may be mentioned that there is a report to the effect that Middle, Lenglen once had serious handicap matches with Lacoste and Cochet and did not win even a single set.

A golf match on handicap between men and women is quite a different matter, for in golf, a person is responsible for his (or her) own shots. In lawn tennis the opponent, as often as not, dictates the strokes, and strength plays a bigger part.

## CRICKET

**Fears for the Larger Wicket**  
George Hirst, the old England and Yorkshire cricketer, commenting on the fact that soon cricket clubs will have to decide whether they are in favour of the larger wicket and the new law, has made one or two important points.

He remarks that the larger wicket is going to make it much more difficult for the young players to succeed, and it might lead them to give up cricket for one of the other games that are now so plentiful. George, however, is in favour of the new law, because it will prevent players grumbling when given out and saying that they played the ball, as is often the case at present.

It would be a mistake for the authorities to foist the larger wicket on club cricket. That is the writer's opinion. One can quite understand the Cricket Conference—the "M.C.C."—being still opposed to the idea of any changes in the laws of the game.

One club enthusiast has said: "After all, all this panic legislation is brought about simply and solely by the unwholesome cricket played by a few of the leading counties. Why should we, who hit freely on all occasions, be tarred with the same brush, for the alterations are a reflection on the sportsmanship of the players."

No legislation is needed at all for club cricket. The laws are good enough as they stand and the M.C.C. ought to remember that club cricket is the backbone of the game.

## Larger Wicket Proves Favourable

The sub-committee which was appointed by the Advisory County Cricket Committee, and which brought out the experimental laws of last season, the larger wicket and the new leg-before-wicket law, has consulted a number of authorities, players, and umpires on the working of the experiments.

Opinion in favour of the larger wicket is so overwhelming that its continuance in county cricket is recommended, and the minor counties and the big clubs are to be asked to try it next summer.

The instruction as to the snick in connection with the new law is not so widely approved, but as there was a majority of 15 affirmative replies out of 23 received, the sub-committee are to suggest to the Advisory Committee that it shall be tried for another year in county cricket.

The minor counties will be invited also to try the experiment next year. The rolling of the wicket for 7 minutes, instead of 10 minutes, before and during a first-class county match is to be recommended also for continuance in 1930.

The sub-committee responsible consists of Lord Harris, the Hon. F. S. G. Calthorpe, J. W. H. T. Douglas, P. T. Bekerley, G. A. Faulkner, A. E. R. Gilligan, N. Haig, the Hon. R. H. Lyell, and C. T. A. Wilkinson. Capt. W. A. Worley and V. W. C. Jupp were unable to attend the meeting.

## ROWING

**Suggested Date for Boat Race**  
The University Boat Race next year will probably be rowed on March 29 at one o'clock.

Mr. J. T. Phelps, pilot to the Oxford crew, said on November 10: "I have suggested March 29 to the Oxford president, as on that date the tide will be fast and suitable for the race. The tide the week before and the week after is very bad and all against good rowing."

"On March 29 high tide at London Bridge will be at 1.53 p.m. and at Putney at 2.30 p.m., so that if the suggested date for the race is adopted it means that the crews will be rowing with the tide one hour and a half before high tide at the starting post at Putney Bridge. Oxford, having lost the race this year, must challenge for next year."

## FOOTBALL

**Decline of English Standard**  
Much ink has been spilled in recent years trying to explain why English football has declined, compared with the old standards. There is no mystery about it. The cause is the lack of ball control. Very few present-day footballers have the patience to master what is, after all, the most important phase of the game.

It is amazing how many of them think they are good players and yet can only play the ball with one foot; and trap it properly with neither. Practice makes perfect, and until English players settle down seriously to ball work there will be no improvement.

Doing the same thing over and over again is not very entertaining, but these players should remember that football is their livelihood and that they ought to work at it until they become proficient. They cannot expect to be wizards of the ball if they do not spend hours, days, and weeks with the ball at their feet.

There is no short cut to ball control. It has to be learnt steadily, just as famous musicians have to struggle with the scales for months, and even then continue to practise them.

Football League clubs ought to insist on ball practice, but they do not seem to think it worth while. More attention is paid to a man's speed round the ground and the cultivation of golf to take the players' minds off football. Playing golf does not improve a footballer's abilities in the slightest.

**On the Continent**  
Jimmy Hogan, the old Bolton and Burnley forward, who has been a trainer on the Continent, says ball control is drilled into the foreign footballer. The German players receive far more ball practice than our players, and they do a hundred and one interesting exercises with the ball.

Says Hogan: "Afterwards, running, skipping, gymnastics, and side games are indulged in under the control of the trainer, who stops the game from time to time to point out the more important mistakes. Then the players adjourn to the clubhouse where theoretical instructions on the blackboard and discussion of plans take place."

One is afraid that many English players would not like that programme at all. Not long ago, an old trainer declared he would not teach them anything. Even youngsters out of minor football would spurn advice and suggest they know all it is necessary to know.

**Forget Their Lessons**  
Another trainer used to have men out and try to make them two-footed players by constantly throwing the ball to each foot. He concentrated more on the weaker foot. By and by he managed to make them more skilful, but in matches he found that invariably these players forgot their lessons and kicked the ball only with the foot in which they had confidence. Of course, there are exceptions. Frank Barson, who in his day was the finest centre half-back in England, was one. When at Barnley he began to train each day earlier than anybody else, and every day devoted hours to ball practice. Barson was always the last to leave the ground. In training and concentration on football preparation Barson, at that time, was a model to all players.

## RUGBY FOOTBALL

**The Game on the Continent**  
In recent years international sport has developed tremendously and Rugby is being taken up seriously on the Continent, in other countries apart from France. Spain arranged a Rugby fixture with France at Barcelona and has hopes of a second match this season with Germany.

The Germans have become very ambitious since the war and would very much like to arrange a match with the Rugby Union at Twickenham. Indeed, Germany would like to be included in the International Championship competition along with France, but that hope will have to be deferred for a time, though not so long as might be thought.

It is rather curious that Rugby seems to have been dropped in Italy. From all accounts the Italian Rugby Federation has been suppressed in consequence of unsportsmanlike conduct on the part of certain players and the lack of energy among the officials of the clubs. Perhaps Rugby is not suitable for an excitable people.

## BILLIARDS

**Smith Still Stands Out**  
Willie Smith has decided not to enter the Billiards Professional Championship and it was by no means certain in mid week whether the Australians, Lindrum and McConachy, would enter. This is unfortunate, because a Championship which does not contain all the "stars"—there are not many of them—is a Championship in name only.

Smith's contention is that the authorities should engage for the Championship "a hall that will hold 1,000 spectators and not one which can scarcely accommodate 200 people. He contends that the professionals are entitled to financial remuneration in keeping with the foremost position they occupy in billiards. Naturally, he is anxious to make the most of his talents.

For some years now Smith has refrained from competing for the title on this account, but he has not yet converted the powers-that-be. Smith's point of view is easy to appreciate and one would think the Control Council could adjust the matter without much trouble or loss of prestige.

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## INTERPORT TRIAL & LEAGUE GAMES

### Selected XI Beaten

### TWO GOALS DISALLOWED ATHLETIC

### Navy Overwhelm University

Before a very poor crowd at Sookumpoo the Selected XI suffered defeat, the Navy beating Rodger three times and responding once only with the aid of McKelvie.

On the whole the play fell a little below the standard expected of a selected side, the Navy being quicker on the ball and snatching at every possible chance which tended to put their opponents off their play.

Right from the start the Navy's players were marking their men well and giving their respective opponents very few chances to become masters of the game.

Little effort was made throughout the game to keep the ball low, which was the obvious thing to do with the wind playing tricks.

The Selected side were the first to score and in the early stages the game promised well for that side, but the determined tactics adopted by the Navy ruined that promise, for they equalised and went ahead before the interval.

A further goal was scored in the second half which placed the issue beyond all doubt, the Navy holding the upper hand for the greater part of the forty-five minutes.

Over-egerness robbed the Chinese Athletic of two goals but, in spite of that fact, they managed to beat the Gunners by the odd goal in the three registered.

The fact that the Navy's goalkeeper handled the ball twice, once in each half, is proof positive that the University were overwhelmed. The Navy registered seven and, had it not been for the really remarkable goal-keeping of Oppenheim, their score might easily have reached double figures.

### RESULTS AT A GLANCE

Interport Trial	
Selected XI	1 Navy
Athletic	2 R.A.
Division II	
Club	0 R.A.
St. Joseph's	0 South China "A"
Chinese "B"	0 K.O.S.B.
Kowloon	1 Eastern
Ewe	1 Recreio
Navy	7 University

### LEAGUE TABLES TO DATE

Division I		Division II	
P.	W. D. L. F. A. Pts.	P.	W. D. L. F. A. Pts.
Somersets	9 7 1 1 19 8 15	K.O.S.B.	21 18 0 3 81 15 33
Athletic	9 6 2 1 19 5 14	South China "A"	11 10 1 0 40 3 21
K.O.S.B.	11 5 4 2 17 8 14	Chinese "A"	10 8 1 1 33 12 17
Navy	9 5 2 2 18 12 12	Somersets	15 7 3 5 37 24 17
South China	8 5 1 2 18 6 11	St. Joseph's	12 5 2 5 30 28 12
Kowloon	8 3 2 2 11 8 9	R.A.	13 4 3 6 21 27 11
R.A.	10 4 1 5 16 15 9	Chinese "B"	11 4 2 5 19 23 10
Recreio	8 2 1 5 9 18 5	S. China "B"	11 3 1 7 18 34 7
Club	8 1 2 5 7 15 4	University	10 2 1 7 10 35 5
St. Joseph's	9 2 0 7 8 28 4	R.A.M.C.	13 1 2 10 13 41 4
Police	9 0 1 8 8 28 1	Ewe	11 0 1 7 10 34 4
		Club	10 1 2 7 8 38 4

### Interport Trial

#### SELECTED XI v. NAVY

This trial took place on the Military Ground at Sookumpoo, full-time of ninety minutes being played. There were two changes in the advertised teams, one in each side. A. Ward (Ning A. V. Gosano's position of inside right in the Selected XI team and, through McGregor spraining his ankle this morning, his berth of right back was filled for a few minutes by Barham of the K.O.S.B. Reserves, until the arrival of Ward, from Happy Valley, he having taken part in the Junior fixtures with the University.

Mr. F. Smith took charge and lined up the following players:  
Selected XI: Rodger; Wynne; Reeves; Hedley, West, Bliss; B. Gosano, A. Ward, McKelvie, Bowley-Bull and Butcher.  
Navy: Jarvis; Ward (Barham for first few minutes), Lam Yuk-ying; Stephenson, Tilley, Bell; Van Tromp, Firth, Cann, Gould and Dickinson.

#### Early Goal

For the first forty-five minutes the Selected XI had the benefit of a stiff breeze and were early to the attack.

Before the game was five minutes old West sent in a hard shot which Jarvis stopped but could not hold, McKelvie having little difficulty in placing the dropped ball into the net.

From the place kick play returned to the Navy's half but shooting opportunities were few with the Navy's defenders very much on the alert.

At this stage Barham retired in favour of Ward who arrived at the ground from a seven clear goals' victory over the University.

Ward was trying to open up the play by longer passes and gave McKelvie a shooting chance from an acute angle but the good effort struck the wrong side of the net.

#### Navy on Top

Bowley-Bull was next on the warpath and in his run in Jarvis threw himself at his feet and smothered the ball which saved a very dangerous situation.

Cann was then sent forward and had a good run through to beat

Rodger with a hot ground shot, thus putting the two halves on equal terms again.

The Navy, in spite of the wind's trickery, were now having the better of the exchanges and Rodger was called upon to deal with another effort from Cann.

End to end play then ensued for a time with the defences, on top until Firth had the misfortune to fall in the net of shooting when well positioned.

Not to be done, the Navy's forwards were hammering away at their opponents' defence, striving for an opening until Gould, standing unmarked, gained possession to beat Rodger with an oblique shot.

#### A Timely Jump

Gaining the lead, the Navy continued to worry Wynne and Reeves, who had difficulty in keeping Cann and company at bay.

Cann sent in a splendid shot which promised to find its berth just beneath the bar, but the timely jump of Rodger's put the twinning ball just over for a corner.

Nothing materialised from the flag kick.

West could not clear properly and Dickinson, beating the Selected XI, centre half, sent in a fast rising shot that just went over.

A. Ward of the Selected side could have walked the ball in, a second or two later, when a good pass was sent across by Butcher but was too slow, Jarvis clearing his lines easily.

The Navy's play was slightly better in midfield, but they could not get near enough to their opponents' goal for effective shots.

A raid by the Selected's front line was very nearly successful, a fast drive from the foot of B. Gosano just missing its mark. McKelvie next came into the picture, but in the nick of time was robbed by Jarvis throwing himself at his feet.

The clearance was, however, only partial, for West tried his luck with a long shot as Jarvis was returning to his charge.

#### Dangerous Play

An exciting incident then took place in the Navy's goal area. Jarvis, being prevented from clearing, was lying on the ground with the ball beneath him, when

McKelvie indulged in dangerous play by attempting to kick the ball away.

A free kick was awarded. Jarvis apparently had his hand kicked in the encounter, but soon shook the effects off.

From a high shot sent in by West, Jarvis did well in effectively side-stopping McKelvie to clear.

McKelvie could not have realised his favourable position when receiving a centre from B. Gosano, for, instead of trying his luck, he put out to Bowley-Bull, thereby losing a splendid scoring chance.

Jarvis was having a warm time, and earned the applause of his supporters by saving cannon shots in quick succession from McKelvie and Bowley-Bull.

McKelvie eventually put over the bar. The interval whistle then concluded the first half.

#### Half-time:—

Selected XI ..... 1

Navy ..... 2

#### Terrific Drive

After the resumption the wind appeared to die down a little but what there was, was an advantage to the Navy's eleven, for straight to the attack they went.

Reeves was just in time to stop Cann, and Ward was a little lucky in calling a halt to Butcher.

Still on the aggressive Cann made a rush, but his final effort went just wide. Ward the Navy's substitute right back nearly put through his own goal in trying to clear an awkward cross shot, the ball going behind for a corner, which was cleared.

Hedley then sent in a terrific drive which crashed into the cross-bar and re-bounded into play for Tilley to put over.

Rodger then saved well from Dickinson at the expense of a corner which was also cleared, and a little later stopped two hot shots in quick succession.

A beautiful pass went begging as McKelvie was not up far enough, and Ward being badly positioned sent wide.

Gould next had a try, but his promising shot hit the wrong side of the net, very low.

The Selected's defences were now guilty of dallying instead of making clean clearances, first Wynne mis-kicked then Reeves failed, letting in Firth who gave Rodger no chance.

#### Ward Injured Twice

Jarvis was next to be tested, Butcher's slow drive necessitating him throwing himself full length to tip round the post, the corner being cleared after a melee.

Ward was then hurt, but after attention resumed play.

Jarvis was a little lucky in saving a good effort from McKelvie, but Ward was again hurt in the melee that followed, and this time had to be assisted from the field.

In the closing minute of the game Gould missed a gift goal.

The Navy fully deserved their victory, and a little more was expected of the Selected eleven but we will leave criticisms to the experts who were present to watch the abilities of the players.

#### Result:—

Selected XI ..... 1

Navy ..... 8

### Division I

#### CHINESE ATHLETIC v. R.A.

#### Gunners Go Down

Played at the Stadium before a poor attendance, the Athletic were value for their win by the odd goal in three. Master-at-Arms Yeoper lined up the following teams:—

Athletic: Chan Sik-pui; Wong Shu-woo, Lai Yuk-tat; Ho Che-yin, Wong Shul-wa, Lam Yuk-ying; Ng Kam-chuen, Tao Kwai-sing, Wong Pak-cheung, Ho Ka-keung, Chan Kwong-lu.

R.A.: Fletcher; Oliver, Rawlings; Hall, Ward, Joyce; Davy, Cotton, Allen, Gill, Walker.

The R.A. kicked off and immediately made tracks for the enemy's territory, first Hall and then Joyce missing with strong shots.

The Athletic took up the running and after some good play by the left wing, Tao Kwai-sing opened the scoring with a well-placed shot.

The Artillery were not disheartened, and attacked immediately, but the nearest was a strong drive by Gill from a foul kick 25 yards out, which went just over the bar.

Davy put in a nice shot which Chan Sik-pui tipped over the bar for a corner, and from the flag kick Davy put behind.

The Athletic transferred play to the other end, but off-side against Ho Ka-keung spoiled a good opening.

The Athletic kept up the pressure and a good shot by Ng Kam-chuen was saved by Fletcher at the expense of a corner, but nothing came of it.

Tao Kwai-sing tried a shot but Fletcher cleared well and the Ar-

tillery made headway, Chan Sik-pui saving at the expense of a corner from Allen, but once again Davy put the kick behind.

The Athletic returned to the attack and Fletcher saved a hot one from Ho Ka-keung; Ng Kam-chuen, running in, put the ball in the net, but the goal was disallowed as he charged Fletcher off the ball when not in possession.

From the goal kick the Artillery made tracks for the other end but Joyce finished a good movement badly by shooting behind.

The Athletic returned to the attack and Fletcher saved a good shot from Ho Ka-keung, and Ng Kam-chuen, in being too eager, once more obstructed Fletcher.

A foul against the R.A. 30 yards out looked dangerous, but Lam Yuk-ying put over the bar. The Athletic continued to press but nothing further was added and the whistle went with the Athletic unlucky to be only one goal in the lead.

#### Half-time:—

Athletic ..... 1

R.A. .... 0

#### Gill Prominent

Upon resuming, the Artillery put up a strong attack and Cotton was very unlucky to hit the cross-bar with a fast shot.

They next forced two corners but nothing resulted from them.

The Athletic now got away and after some pretty play Chan Kwong-lu put across for Tao Kwai-sing to add a second from close range.

The Artillery again took up the running and a foul against Wong Shul-wa just outside the penalty area looked dangerous till the goalkeeper saved a hard drive from Gill.

The same player was again in the picture with a good shot, but Chan saved at the expense of a corner, which Walker put behind.

The Athletic returned to the other end after good work by Tao Kwai-sing, Ho Ka-keung finished with a very weak shot which Fletcher had no difficulty in clearing.

The Artillery got away on the right and from a scrimmage in the goal mouth Gill managed to flick the ball into the net.

Fruitless Goal

The Athletic now made a determined attack and when hard pressed Rawlings gave away a corner, but nothing resulted.

Another corner off Rawlings was cleared by Fletcher with a hefty punch.

The Athletic strove hard to increase their lead and from a cross shot from the left Ng Kam-chuen netted, but once again luck was against him as the referee adjudged that he fouled the goalkeeper.

This seemed to dishearten the Athletic, and the R.A. were now having most of the play, but the equaliser was denied them, for, although they came near, Chan and his backs were very safe.

The Athletic now took up the running and Fletcher did well to save a high shot from Ng Kam-chuen. Till the end the Athletic pressed hard, but no further scoring took place and they retired winners by the odd goal in three.

#### Result:—

Athletic ..... 2

R.A. .... 1

### Division II

#### CLUB v. R.A.

At the Club enclosure at Happy Valley, the Club entertained the Gunners, Sgt. Omerod lining up the following players:—

Club: Stirling; Sloan, Potouloff; Bell, Railton, Haines; Dinnen; Thompson, Jackson, Smith and Wilson.

R.A.: Lawrence; Seal, Maltby; Flower, Dunning, Bacon; Rodgers, Reed, Gough, Wood and Schofield.

Slippery Ground

Having won the toss, the Club, with a man short, elected to have the advantage of the wind.

The Gunners were the first to put up an attack but Stirling had little difficulty in clearing his lines.

The state of the ground appeared to hamper the players as they faltered at times to find a firm foothold.

The Gunners were decidedly the heavier team but the Club players being lighter, were less worried by the slippery nature of the ground.

Even Play

The opening exchanges went in favour of the Club but lacked the necessary zip with the shooting efforts.

Schofield then broke away with a clear field in front of him, he, however, ran too far and contrived to Gough, who shot over the bar.

From the goal-kick the Club got on the run and from close in, Smith put in a shot which Lawrence had the luck to kick clear.

With the Club still attacking Jackson put a shot over the bar.

Ding dong play was then the order for a while, the play being decidedly even in character, with Stirling and Lawrence guarding their charges well.

From now up to the interval the Club front line were combining better and some very promising move-

ments went to waste by inferior finishing.

Dinnen had hard luck with his pass from Jackson, his long range shot being saved well by Lawrence. The interval arrived with a blank score sheet.

#### Half-time:—

Club ..... 0

R.A. .... 0

#### Club Unfortunate

Soon after the resumption Rodgers opened his sides account by putting in a close range shot which gave Stirling little chance.

This reverse lived up to the Club who put on pressure, a melee in front of the Gunners goal, during which they were unfortunate in not equalising for the ball was absolutely scrambled away.

Play then returned to mid-field for a while with little prospects of any more scoring taking place until Jackson sent the ball over the bar which would have found its berth had it been a few inches lower.

The Gunners after this returned to the attack which resulted in a melee in the Club's goal area from which Rodgers netted just before full time was signalled.

The Club were very unfortunate in the endeavours for with a little luck they might have shared the points with their opponents.

#### Result:—

Club ..... 0

R.A. .... 2

### ST. JOSEPH'S v. S. CHINA "A"

Played at Happy Valley. South China proved to be slightly superior, their forwards being better opportunists than their opponents.

Mr. Baker lined up the following players:—

St. Joseph's: McGrann; Clayson, Harvey; Paton, Skinner, Marvan; Victor, Gutierrez, Leonard, Haroon, Fernandez.

South China "A": Wong Keek-lung; Lam Ki-pak, Sio Hoi; Lam Kwok-tai, Lin Ping-shun, Hing Man-ki; Tang Kong-ke, Ip Koon-wing, Chang Chit-wing, Ng Po-ku, Ip Yan-sum.

Beautiful Drive

South China lost the toss and kicked off against the wind. Play was very fast in the opening minutes, several raids being made, but all terminating in the ball going outside.

A fine pass from Tang Kong-kee into the goal mouth was headed over the bar by Ip Yan-sum when well placed.

South China opened up the scoring from Ip Koon-wing with a beautiful drive, the ball travelling through a crowd of players. Several attempts were made by St. Joseph's to equalise but the Chinese backs were sound in front of goal.

Half time whistle blew with the ball in mid-field.

#### Half-time:—

South China "A" ..... 1

St. Joseph's ..... 0

#### Poor Shooting

Play resumed with a run down by South China but Skinner intercepted, a nice pass from Ng Po-ku. Following this, Clayson headed out from the goal mouth.

Repeated attempts were made on the St. Joseph's goal, but poor shooting resulted in the score remaining unchanged.

St. Joseph's then had a period of attacking, but finished weak in front of goal.

Lin Ping-shun then took possession, but a well placed pass to Ip Yan-sum was shot wide.

A minute later Lam Kwok-tai hit the cross-bar with a fast drive.

The same player was injured and went off the field, but fortunately returned after treatment.

Victor was then injured but was able to resume play after attention without leaving the field.

Ip Koon-wing then tried a shot which entered the net, but the whistle had blown, he being off-side. The Chinese continued to attack, but no further goals were added.

#### Result:—

South China "A" ..... 1

St. Joseph's ..... 0

### CHINESE "B" v. K.O.S.B.



## LOCAL CRICKET

Enthusiasm Damped By Rain

## CIVIL SERVICE WEAK

Fine Police Bowling Against R.A.S.C.

## NAVY WINS EASILY

The Royal Artillery had to postpone a League match against the Club de Recreo owing to their inability to field a team.

The slight fall of rain during yesterday afternoon effectively damped enthusiasm during many of the games which were played. Col. Wyatt and B. S. M. Leach obtained the majority of the wickets of the Civil Service team for 81 runs, the batsmanship being very weak and obviously in need of improvement.

The Indian Recreation Club were unfortunate in their League match against the Navy. The light had become very bad at 5.10 p.m., when only a third of the team had been dismissed.

The R.A.S.C. were outclassed by the Police, who have taken all before them this season. Private Fry batted well against fast bowling, but his bowling did not reach the standard hitherto set up by him. Alexander and Baker, of the Police, excelled themselves in bowling.

## League—Division I

The Army were entertained by the Civil Service C. C. at Happy Valley and a drawn game resulted after some interesting play was exhibited. The Army batted first and started very well and confidently. Ling took the first wicket after some time, and a greater length of time elapsed before another wicket fell. The batsman taking things very easily and refusing to be hurried. The slight drizzle made things uncomfortable for them (more so than the fielding team) but it did not seem to unsettle the batsmen. The fieldwork of the Civil Service was very sound and thorough, and the bowling showed a high standard. The Army declared with 121 runs for 6 wickets.

The Army

Major Crane, c Barrow, b Ling	8
Q.M.S. Leppard, b Ling	12
Capt. Reynolds, b Ling	13
Capt. Reynolds, b Hamilton	34
Col. Maxwell, b Baker	5
Col. Wyatt, b Baker	11
B. S. M. Leach, c Barrow, b Kelly	22
L/Cpl. Penn, not out	7
Capt. Davis, not out	9
Extras	9

Total (for 6 wickets) 121

L/Cpl. Merriman and Pte. Collins did not bat.

BOWLING ANALYSIS	O.	M.	R.	W.
Reed	9	0	31	0
Ling	9	3	24	3
Kelly	8	0	30	1
Baker	5	0	10	1
Hamilton	4	0	0	1

Civil Service C.C.

De Rome, c Crane, b Wyatt	19
Richardson, c Crane, b Wyatt	10
Macdonald, b Wyatt	11
F. Baker, c Wyatt, b Leach	1
J. Berrow, b Leach	0
D. Kelly, b Wyatt	1
R. Patterson, c Collins, b Wyatt	0
T. H. Holdman, c b Wyatt	0
J. Ling, stumped, b Crane	21
Hamilton, not out	0
E. B. Reed, not out	0
Extras	9

Total 81

BOWLING ANALYSIS	O.	M.	R.	W.
Col. Wyatt	12	0	24	6
Major Crane	5	0	19	1
Leach	10	2	38	2

## THE NAVY v. I.R.C.

The Navy met the Indian Recreation Club in a League match at Soekumpoo.

The Navy

Lt. Wright, b A. R. Minu	42
Com. Stanley, c O. Ismail, b Curreen	6
Lt. Stephenson, b A. M. Rummah	27
Sq. Ld. Humphrey, run out	19
Sub. Lt. Glass, c A. Ismail, b A. R. Minu	5
Com. Baker, c R. Minu, b R. Minu	12
A. B. Laselett, c Curreen, b A. R. Minu	12
Lt. Cobb, run out	0
Sub. Lt. Mosely, not out	8
Eng. Lt. Bennett, not out	0
Extras	10

Total (for 8 wickets) 134

Stk. Cross did not bat.

BOWLING ANALYSIS	O.	M.	R.	W.
J. A. Curreen	6	1	18	1
A. R. Minu	13	1	37	4
A. H. Mader	12	4	10	0
A. A. Rummah	4	0	16	0
C. F. Doodha	1	0	11	0
A. K. Minu	3	0	18	0
A. M. Rummah	4	0	13	1

Indian R.C.

A. H. Rummah, c b Laselett	6
J. S. A. Curreen, b Laselett	0
A. H. Mader, c Laselett, b Humphrey	16
A. A. Rummah, c Stephenson, b Laselett	4
A. R. Minu, b Humphrey	0
C. F. Doodha, c Mosely, b Humphrey	41
O. Ismail, c b Humphrey	0
A. K. Minu, c Laselett, b Humphrey	5
S. A. Ismail, not out	11
A. el Azeuli, not out	19
Extras	9

Total (for 8 wickets) 102

A. M. Rummah did not bat.

BOWLING ANALYSIS	O.	M.	R.	W.
Comdr. Baker	7	2	21	0
A. R. Laselett	18	4	20	8
Eng. Ldr. Humphrey	11	8	87	8
Eng. Lt. Bennett	4	0	81	0
Sub. Lt. Glass	1	0	1	0

## Friendlies—Division I

## OVER 30 v. UNDER 30

The "juveniles" proved to be too tough for their "elders" when they met in a friendly cricket match on the Hong Kong C.C. ground.

Under 30

E. R. Wicheil, b Parker	14
Capt. Sillitoe, b Divett	17
T. Pearce, b Parker	2
Duckitt, b Divett	14
Romington, run out	14
Reid, b Beck	6
Hoburn, not out	6
McKenzie, not out	2
Extras	10

Total (for 6 wickets) 174

Brown and Collis did not bat.

BOWLING ANALYSIS	O.	M.	R.	W.
Parker	15	2	69	2
Beck	7	1	24	1
Divett	8	2	30	2
Ashworth	2	0	7	0
Bowler	4	1	25	0

Over 30

Moore, b Pearce	57
Armstrong, l.b.w., b Sillitoe	57
Hinton, c b Reid	3
Parker, c Brown, b Reid	17
Bowler, not out	15
Divett, c Reid, b Sillitoe	10
Beck, b Sillitoe	0
Ashworth, c Collis, b Reid	12
Mills, b Sillitoe	4
Harris Walker, not out	5
Extras	5

Total (for 8 wickets) 174

Gahagan did not bat.

BOWLING ANALYSIS	O.	M.	R.	W.
Reid	15	2	72	3
Pearce	5	0	38	1
Duckitt	5	0	38	0
Sillitoe	5	0	27	4

## K.C.C. v. THE UNIVERSITY

The Kowloon C.C. again defeated the University in a friendly match at Kowloon.

Kowloon C.C.

E. C. Fincher, c Gan, b Lam	32
W. C. Hung, run out	10
E. F. Fincher, b Lam	53
F. Zinnigra, c Normanbhoy, b Lam	2
W. Bruce, b Sany	14
P. Goodwin, not out	41
A. T. Lee, c Normanbhoy, b Gittins	0
D. Luing, stp. Kermani, b Sany	6
Extras	13

Total (for 7 wickets) 180

O. B. Raven, R. S. Capell and N. H. Ross did not bat.

BOWLING ANALYSIS	O.	M.	R.	W.
Gittins	12	1	54	1
Lam	12	2	47	3
Sany	6	0	34	2
Baker	2	0	11	0
Ride	4	0	22	0

Hong Kong University

S. R. Kermani, c b Brace	20
S. V. Gittins, c Luing, b Ross	14
E. A. Lee, c b Goodwin	0
L. G. Ride, c b Brace	11
D. K. Sany, b Lee	16
A. Rodriguez, c Goodwin, b Hung	10
K. P. Gan, c Goodwin, b Hung	5
A. Baker, b Hung	10
A. Normanbhoy, b Goodwin	0
C. W. Lam, not out	0
M. B. Osman, absent	0
Extras	0

Total 93

BOWLING ANALYSIS	O.	M.	R.	W.
Hung	44	0	18	8
Ross	8	1	24	1
Goodwin	7	2	17	0
Brace	1	1	10	2
E. F. Fincher	4	2	11	1
E. F. Fincher	2	2	0	0

## League—Division II

## P.R.C. v. R.A.S.C.

In a League match at Happy Valley, the Police Recreation Club defeated the R.A.S.C. by eight wickets on a hard and dry wicket.

R.A.S.C.

Maj. Langmaid, b Alexander	1
Lt. Marshall, c King, b B. G. Baker	1
L/Cpl. Lyons, b Alexander	1
W. O. L. Macdonald, c King, b Alexander	1
Cpl. Crowcroft, b B. G. Baker	1
Cpl. Fennell, c A. D. Baker, b Alexander	1
Fry, c Alexander, b B. G. Baker	23
Andrews, b Alexander	0
Cole, l.b.w., b Alexander	8
Mackay, c Reynolds, b B. G. Baker	0
Baker	0

Simpson, not out .....	0
Extras .....	0
Total .....	58
BOWLING ANALYSIS	
Alexander .....	O. M. R. W.
.....	8 3 18 0
B. G. Baker .....	7 2 32 4
Police Recreation Club	
T. H. King, c Fennell, b Simpson .....	1
T. H. Hunter, not out .....	30
Alexander, b Simpson .....	23
Extras .....	0
Total .....	61
Sparrow, Kieley, Reynolds, Danbrow sky, Shaver, Ford, B. G. Baker, and A. D. Baker did not bat.	
BOWLING ANALYSIS	

Police Recreation Club

T. H. King, c Fennell, b Simpson	1
T. H. Hunter, not out	39
Alexander, b Simpson	20
Extras	4
Total	64

Division II—Friendlies

CLUB DE RECREIO v. C.S.C.C.

At the last minute the Royal Artillery requested the Club de Recreo to postpone the League Match scheduled to take place owing to the fact that a team could not be raised. The Civil Service stepped into the breach and provided the Club de Recreo with an afternoon's cricket.

Civil Service C.C.

F. Harper, c Xavier, b De Sousa	0
R. Davies, run out	3
T. W. Carr, b De Sousa	2
S. Randie, c Carvalho, b De Sousa	0
J. Bebbington, b Alves	0
W. H. Edmonds, l.b.w., b Alves	0
H. Fowler, b De Sousa	1
E. Himsforth, b De Sousa	0
B. Maughan, c Xavier, b Alves	8
F. E. Booker, not out	4
V. H. Chittenden, b Alves	0
Extras	1

Total 19

BOWLING ANALYSIS	O.	M.	R.	W.
De Sousa	6	2	8	5
Alves	5	1	10	4

Club de Recreo

M. F. Pina, b Edmonds	4
A. P. Pereira, c Maughan, b Edmonds	0
G. Gutierrez, b Randie	12
C. M. Sousa, b Randie	8
J. H. Figueiredo, b Edmonds	0
G. A. Noronha, b Randie	29
F. H. Carvalho, b Randie	5
D. P. Xavier, b Randie	7
H. M. Alves, c Davis, c Booker	12
L. J. Gutierrez, not out	0
Extras	1

Total 91

BOWLING ANALYSIS	O.	M.	R.	W.
Randie	12	1	29	5
Edmonds	12	1	49	4
Booker	1	0	7	1

THE UNIVERSITY v. K.C.C.

The University 2nd XI met the Kowloon C.C. on the Pokfulam ground in a friendly game.

The University

A. Chan Fook, c Sikkatone, b Smith	17
K. T. Loke, l.b.w., b Lee	11
A. B. Suleiman, b Lee	5
G. E. Yee, c b Mackay	36
A. A. Aziz, b Smith	0
C. Candah, c Lee, b Smith	0
H. E. M. Adams, l.b.w., b Lee	30
P. L. Tan, run out	10
Walter Hunt, run out	4
S. Otani, stp. Jex, b Mackay	0
R. Leong, not out	8
Extras	12

Total 128

BOWLING ANALYSIS	O.	M.	R.	W.
G. Lee	14	4	30	2
B. Petheram	6	0	25	0
F. S. W. Smith	10	2	45	4
A. E. Sikkatone	3	0	14	0
N. A. E. Mackay	1	0	2	2

Com. Buckland, c Rawson, b Lovett	1	0
Lt. Jackson, b Lovett	1	0
Ldg. B. Purton, b Milam	1	0
Noll, not out	1	0
St. P. O. Kelly, b Milam	1	0
Moyes, c & b Milam	1	0
Extras	1	0
Total	6	28
BOWLING ANALYSIS		
	O.	M. R. W.
Milam	5	1 7 7
Lovett	4	1 16 3
LEAGUE TABLE		
Division I.		
P. W. L. D. Pts		

LEAGUE TABLE

Division I

P.	W.	L.	D.	Pts.
Hong Kong C.C.	1	1	0	3
Craigengower C.C.	1	1	0	3
Indian R.C.	2	0	0	4
The Navy	2	0	0	4
Kowloon C.C.	1	0	1	1
The Army	2	0	0	4
Civil Service C.C.	1	0	1	1
The University	2	0	1	1

Division II

P.	W.	L.	D.	Pts.
Police R.C.	5	4	0	13
Craigengower C.C.	3	3	2	10
Hong Kong C.C.	3	3	0	9
R.E. & R. Signals	2	1	2	8
Kowloon C.C.	2	2	0	6
Club de Recreo	2	2	0	6
R.A.S.C.	5	2	3	6
Indian R.C.	5	1	3	4
Civil Service C.C.	2	0	2	1
The University	2	0	2	1
Royal Artillery	2	0	2	0
R.A.C.C.	4	0	4	0

H.K. YACHTING

Fifth Handicap Races

ALL BOATS FINISH

The Fifth Championship race (Handicap Class) for racing yachts was sailed yesterday over a course of 8.4 miles, from Lyemum Beacon (P) to Kowloon Rocks, Mark-on-Line (P), and Channel Rocks (S).

This Class did not race last week.

The Times

The finished and corrected times are given below:

"Handicap" Class

(Started 2.50 p.m.)

TIMES	Finishing Corrected
Rolla (1)	4.46.15
La Linda (3)	4.49.01
Diana (5)	4.53.02
Colleen (4)	4.54.44
Dorothen (2)	4.53.10
Dorothen (2)	4.46.16

"Messagerie" Race for "Y" and "G" Classes

(Started 2.50 p.m.)

Course: Channel Rocks (S) to Mark-on-Line (S), Kowloon Rocks (S) and Channel Rocks (S).

Distance: 7.4 miles.

TIMES	Finishing Corrected
Daphne (3)	4.27.05
Wings (1)	4.27.20
Adance (5)	4.35.15
Adance (5)	4.14.00

SUPREME COURT VACATION

The Christmas vacation at the Supreme Court lasts from December 24 to January 1. The offices will be entirely closed on public and general holidays, but will be opened from 10 a.m. to noon on Saturdays and from 10 a.m. to 1 p.m. on other days of the vacation.

HAROLD LLOYD

is coming full speed to the

MAJESTIC

Nathan Road, Kowloon.

See him next Tuesday in

"SPEEDY"

H.M.S. CORNFLOWER v. H.M.S. MAGNOLIA

H.M.S. "Cornflower" easily defeated H.M.S. "Magnolia" in a friendly match on the Royal Naval Recreation ground.

H.M.S. Cornflower

Milam, b Brooker	4
Lt. Robertshaw, b Brooker	17
Agate, run out	0
Cain, b Brooker	1
Mr. Manders, c Buckland, b Blake	11
Rawson, b Brooker	1
Little, c Buckland, b Brooker	2
Klanish, stp. Nol, b Noyle	14
Lovett, not out	11
Shinn, c Nol, b Brooker	0
Jobson, not out	8
Extras	0

Total 64

BOWLING ANALYSIS	O.	M.	R.	W.
Brooker	10	4	17	7
Blake	5	2	12	0
Noyle	8	1	12	2
Mount	2	0	4	0

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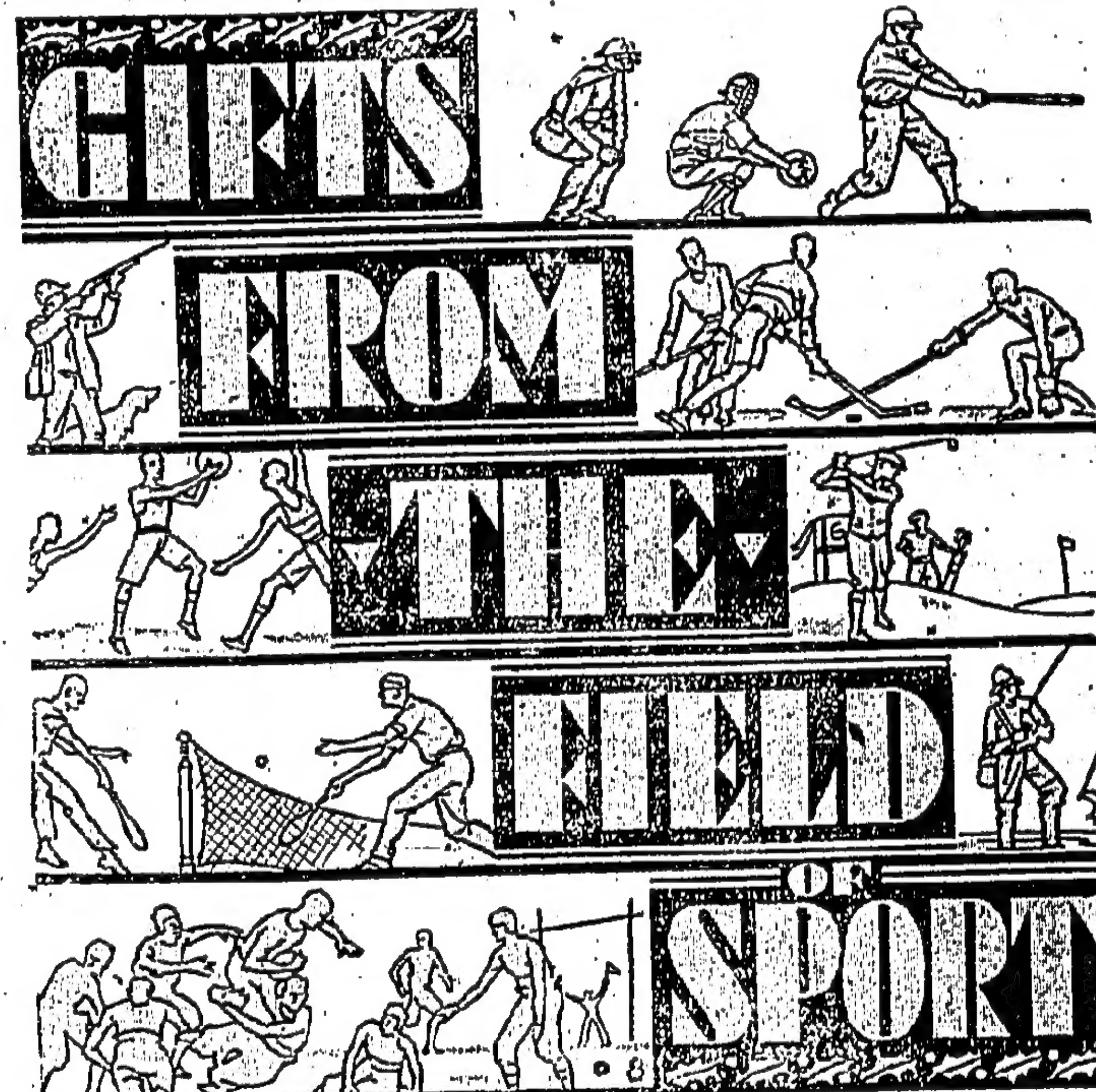
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There are sugar-coated Tablets for adults in handy packet size. Every chemist stocks them.



**The Secret of Strength**

A Tonic  
Prevents Chills  
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for backward and under-nourished children.

"OSTOMALT, the new Vitamin food for pale and underweight children and adults."

An Ostelin preparation!

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Malt Extract for Vitamin B

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### CHINA LIGHT CO.

(Continued From Page 2)

**Amalgamation Scheme**  
Before concluding, I have to mention that in March last we received an offer from the Hong Kong Electric Co. for amalgamation on the basis of an exchange of shares in the proportion of one share in the Hong Kong Electric Co. for every six of the 720,000 shares which at that time comprised the issued capital of this Company. This proposal was given very serious consideration by your Directors, and after some negotiation the Hong Kong Electric Co., on May 23, wrote to us stating that unless we were willing to accept one of their shares for every five of the 800,000 shares in the China Light & Power Co., the Directors of the Hong Kong Electric Co. were unable to recommend amalgamation to their shareholders. The advantages of amalgamation were not lost sight of, but having regard to the future prospects of this Company, the terms offered by the Hong Kong Electric Co. were found unacceptable by your Directors.

**Reaping the Reward**  
The pioneering efforts of this Company, attended as they were with discouraging results over a long period of years, have now begun to be rewarded, as the accounts before you clearly show. Further large capital expenditure will, however, have to be faced in order to cope with the increase for electrical energy on the mainland; but, in view of all the circumstances, we anticipate that the expenditure will be fully justified.

I think I have now covered all the ground, but before moving the adoption of the Report and Accounts, would like to mention that the proposed appreciation of about \$23,080 in the form of a Bonus of one month's salary to the Staff is one which your Directors trust will commend itself to the unqualified approval of the shareholders. The satisfactory results of the year's working have been produced by the united efforts of the personnel of all departments of the Company's business.

**Chairman's Resolution**  
I now beg to propose the following resolution, and after it has been seconded shall be pleased to answer questions from shareholders:—

"That the Report and Accounts as presented to this Meeting be adopted and passed, that a Final Dividend of nine per cent. on the paid up capital of the Company be and is hereby declared in respect of the financial year ended September 30, 1929, that a Bonus be paid to the Company's Staff equivalent to one month's salary amounting to about \$23,080, and that the undivided profits of the Company amounting to \$433,044.81, less the above appropriations, be carried forward to Profit & Loss Account for the financial year 1929/1930."

**Shareholder's Approval**

Mr. C. A. da Rosa seconded.

Mr. B. W. Bradbury, in proposing an amendment, said:—

Gentlemen,—We have all listened with the greatest pleasure to the Chairman's speech on the working of the Company for the past financial year. It is a review on which we may all heartily congratulate ourselves, and it holds out hopes for the future regarding which we have every reason to be satisfied. After many years of patient waiting, we may now fairly hope that the Company is at last beginning to reap the benefits of its enterprise. That the Company has been through very difficult and anxious times, we must all agree. That the difficulties and anxieties, inseparable from a pioneer venture, have at least been successfully met and overcome, we can entertain no reasonable doubt.

**Excellent Results**

For this success we are no less indebted to our Board of Directors than to the members of the Company's Staff. As a shareholder of long standing and holding a not inconsiderable interest in the Company, I think I can safely say that the shareholders heartily endorse the recommendation for the payment of a bonus equivalent to one month's salary to the entire staff. They have justly earned this recognition of their good services in the splendid results presented to the shareholders to-day.

Whilst recognising the excellent work of our staff, I must not withhold shareholders' full meed of praise to the gentlemen of the Board who, I feel sure, must have given of their best in time, thought and anxious care, in the best interests of the shareholders, in order to achieve the very excellent results which they were capable of placing before us.

**Honorarium for Directors**

Most of us are aware that the Board had been faced with unusual and complex problems during the past year. The solution of those problems called for the exercise of tact, good judgment and foresight. That they were resolutely faced and, happily, as successfully overcome in a manner entirely satisfactory to the shareholders, the report and statement of accounts before us and the Chairman's

### LETTERS & RADIO

#### Addresses Which Cannot Be Traced

##### POST OFFICE LIST

A General Post Office notification gives the following unclaimed correspondence, etc., waiting at the Post Office, and also unclaimed radio telegrams at the Radio Telegraph Office, Government Building:—

##### Poste Restante Correspondence

Dr. E. A. Aylward, J. W. Black, J. F. Brennan, Mrs. M. Brennan, Master D. Ballantyne, Mrs. W. T. Cook, E. S. Clough, J. W. Carrington, G. Cantillon (s.s. "Kambrove"), Mrs. J. G. Campbell, C. T. Delaney, L. E. Gale Co., H. H. Hazlett, H. J. Hunt (Engineer), International Motor Car Co., J. M. Joseph, Miss P. Lavaine, Coyne Musical Co., Leong Seng Hin and Co., Rev. H. Mattocks, Mrs. W. A. Mossman, A. Maurer, Manager, "K.A.F.A. Speeches," A. Meredith, Mrs. S. Newell, c/o J. Watkins, Mrs. F. G. Osborne, J. G. Pierce, Geo. E. Pan, E. Roffe, Mrs. Robinson, A. Rosenbaum, Mrs. M. A. Smith, Miss K. L. Schaeffer, H. Schantz, W. S. Toller, R. Tridon, M. M. Upson, R. L. Wyllie, Miss C. W. Watson, E. S. Weir, Miss M. Q. Yen.

##### Unpaid Correspondence

All Meah "s.s. Mandalay", T. M. Chang

##### Registered Articles

E. G. Collins, P. C. Heinet, c/o Hong Kong Hotel, Miss Henriette, International Motor Car Co., Leong Seng Hin & Co., A. Maurer, The Pandio Bank, Capt. E. Place, s.s. "Tai Wo", c/o Kwong Cheong Tai s.s. Co., Yang Chong Co.

##### List of Unclaimed Radio

Miller Peninsula Hotel from "Asama Maru",  
Hoppins from Belize,  
7272 from Wuchow,  
3966 from Canton,  
Young Fat 34, Causeway Bay from "Taiyo Maru",  
2507, 7127 from Shanghai,  
1347 from Chungking,  
Nadot Chez Fauquet from Saigon,  
Auyang Man Ley, Nr. 353, 2nd floor Nathan Rd., Kowloon from Canton 1705, 0234, 0670, 0022, 1034, 5281, 5837 from Canton,  
Wong Chung Sing 218, Praya East from "Tjekembang",  
Ton Shin Long from Hilo,  
Kuen Choong, Wing Lok Street from Canton,  
1129, 0670, 0607 from Wuchow,  
Luigi Hol Hing Cheung from Kwongchowwan,  
3111, 5694, 0956 from Canton,  
Sarlat from Saigon,  
Haustellum from Haiphong.

##### MOTOR BUS LICENCES

As from January 1, 1930, new licence fees will be charged on motor omnibuses and charabancs of class 1 (which must be fitted with pneumatic tyres) as follows:  
Not exceeding 40 cwt. in weight, unladen, \$120 together with a further \$10 for each seat for passengers.  
Exceeding 40 cwt., \$240 with the same \$10 per passenger seat.

speech, which we have just heard, bear eloquent testimony. It is with very great pleasure, therefore, that I propose an amendment to the Chairman's resolution, viz., that, in addition to adopting the report and accounts as presented, a further appropriation of \$10,000—the equivalent of one year's fees—be made as an honorarium to the existing Directors, as evidence of our appreciation of their painstaking labour on our behalf, to be divided as may be agreed amongst themselves. I shall be glad if someone will kindly second my proposal.

##### Chairman's Thanks

Mr. M. O'Brien seconded Mr. Bradbury's amendment. The chairman then put the resolution, as amended, to the meeting, and this was carried unanimously.

Mr. Shewan thereupon said:—"I think, perhaps, before I go any further that I should, on behalf of the directors, thank you, Mr. Bradbury and your supporters, for your very flattering remarks and also for the very generous sentiments which you have expressed, especially as they are from the Company and constitute such a very substantial token of the confidence you have in the directors, and again for your approval of the unusually hard work the directors have had to do in the year under review." (Applause).

##### Other Business

The following business was also transacted by the meeting:—  
Re-election of the Hon. Mr. J. P. Bragg and Sir Billy Kadoorie, K.B.E., Com. Leg. Hon., as directors—proposed by Mr. C. F. Menham, seconded by Mr. A. H. Rumjahn.  
Re-election of Messrs. Lowe, Bingham & Matthews, and Messrs. Linstead & Davis, as auditors, at a fee of \$1,250 each firm—proposed by Mr. S. M. Churn, seconded by Mr. M. O'Brien.  
Dividend warrants will be ready on Monday.

Santa says...

"Come in"

AND INSPECT THESE CHRISTMAS VALUES!



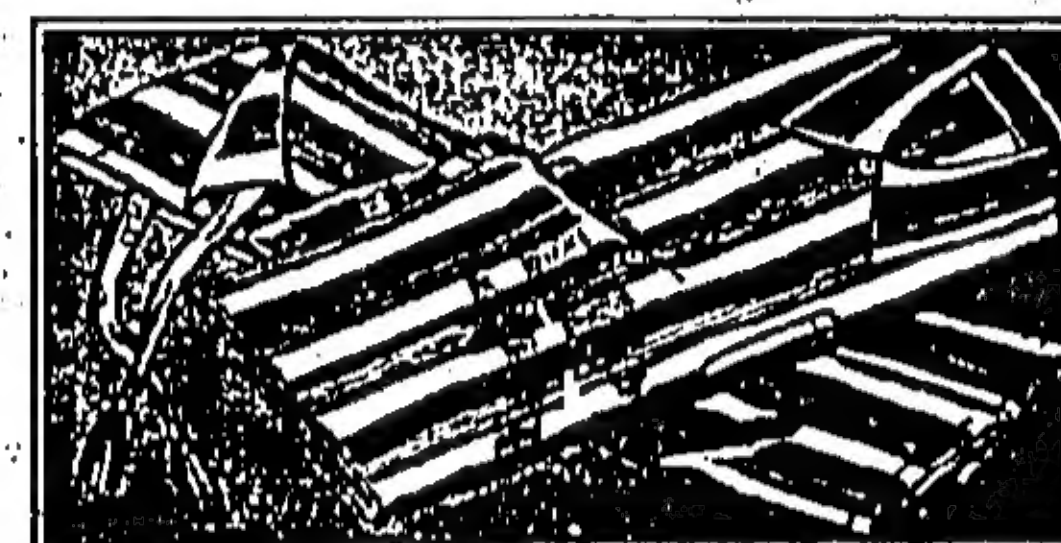
AT

**WHITEAWAYS**

THE GIFT HOUSE OF THE EAST



GIFTS  
MEN  
WILL  
LIKE  
TO  
GET.



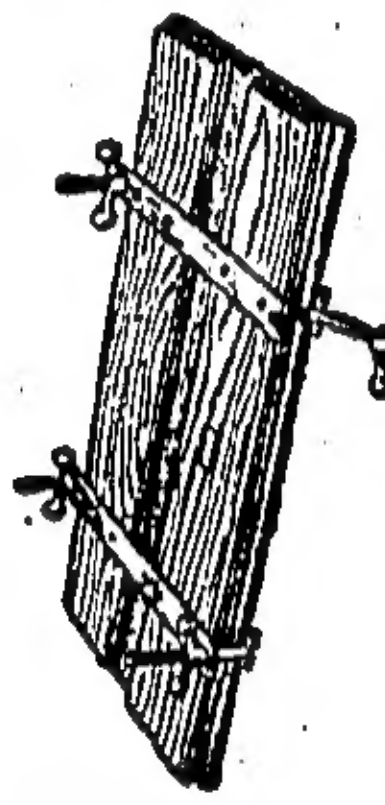
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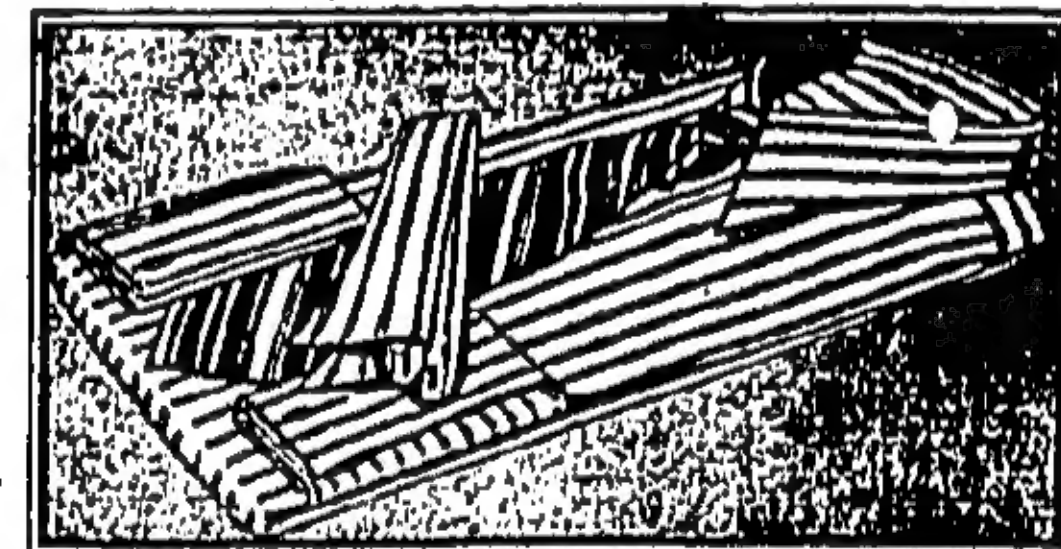
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Some Really Gorgeous Designs in these Luxury Gowns. An Ideal Present. \$33.00 to \$69.50.



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In smart stripes and plain colours. Collars to match. \$7.50 to \$18.50.

##### MEN'S "TENNIS" AND "SPORTS" SHIRT.

In Taffeta, Cellular, Poplin, and Twill. Comfort, Appearance, Quality the Best English made. Price \$3.95 to \$7.50.

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##### PULLOVERS.

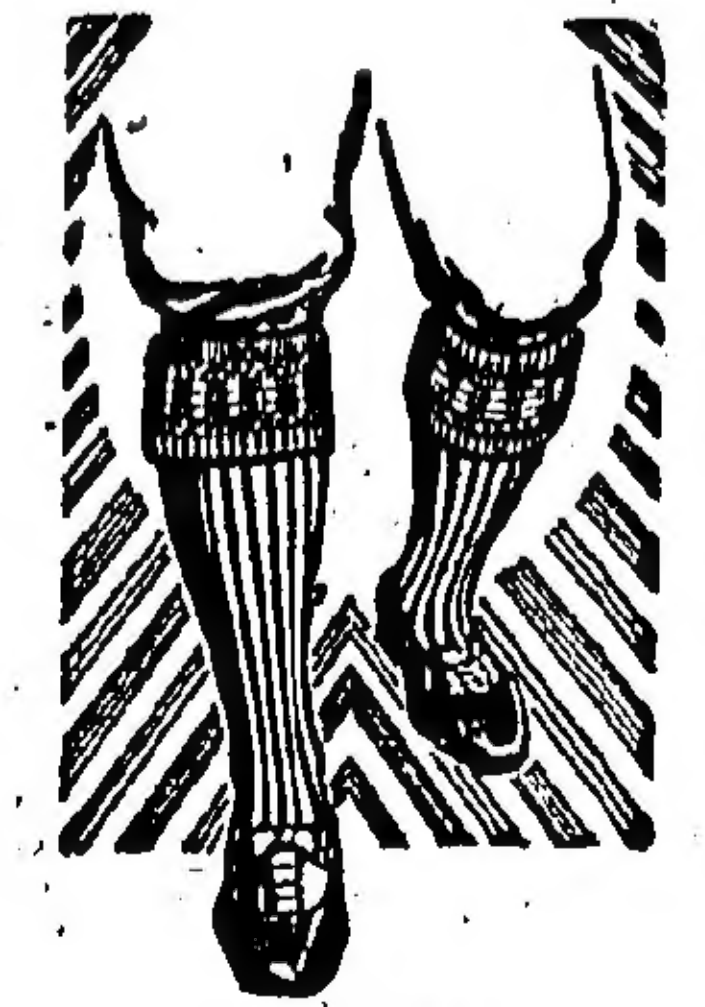
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##### PULLOVERS AND HOSE TO MATCH.

\$20.50 to \$39.50.

##### BRACE AND GARTER SETS FOR XMAS PRESENT.

These are nicely got up in fancy boxes, and make an ideal Christmas present for a man. A good assortment to choose from. \$3.95, \$4.95 & \$5.95 Each.



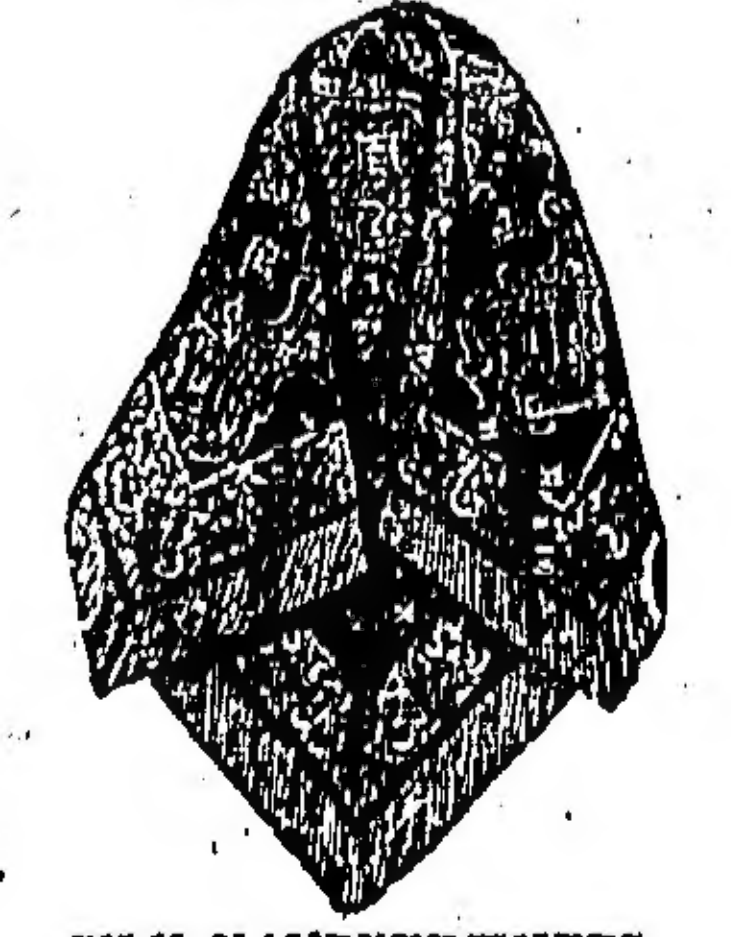
##### GOLF HOSE.

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##### "JAEGER" GOWNS.

A Nice Assortment of these comfy, all Wool Dressing Gowns, Checks, etc. "JAEGER" the Mark of Quality. \$39.50 to \$69.50.



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The newest designs and colourings in, gents silk handkerchiefs. \$2.95 to \$5.50.

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45" wide.



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Brighter Can-  
Big Fairy  
Story

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Railways move-  
ment in pro-  
gress. At last the crowds who  
use each wayside station as a  
club are to be fully entered for  
and will receive a more varied  
form of entertainment than in  
the past. For a short while, at  
least, station frequenters will  
not be compelled to seek their  
diversion by peering into first  
class carriages to observe the  
strange habits of the occupants;  
and for a few days the gentle-  
man who taps the wheels will  
gain an open-mouthed astonish-  
ment. Instead, the Tai-po elite  
are to be given a train really  
worth staring at and constructed  
solely for the benefit of the  
other attractions of the Railways  
to its non-travelling patrons.  
And later, I suppose, the passen-  
gers will have their innings. Of  
course a cinema might be pleas-  
ant, but I have my doubts about  
the musical troupe. As for the  
"talkies"—they have plenty of  
them already!

The leading  
article in the  
Radio  
Restrictions  
"Sunday Herald"  
last week caused

considerable comment. Few out-  
side those affected by the radio  
regulations would have dreamed  
that any Government could be so  
petty and so unbusinesslike in  
the drastic treatment of radio  
dealers. We have to thank an un-  
known correspondent for support-  
ing the case made out by us. His  
communication is addressed to  
our senior morning contemporary  
instead of to us. That may have  
been due to a lack of knowledge  
of journalistic etiquette; or,  
again, it may have been due to a  
natural desire to get the ear of  
the Government and the public  
whilst the subject was still abso-  
lutely fresh. The latter theory  
may be more correct, for the  
correspondent opens by saying:  
"I can assure you that Hong  
Kong's radio dealers welcome the  
leader in your Sunday contem-

porary and now that the ball has  
been set rolling by the Press, I  
reckon it is up to every wireless  
enthusiast in the Colony to voice  
his indignation against the new  
regulations."

The corre-  
spondent pro-  
ceeds to give  
his objections,  
which are worthy of the widest  
possible circulation. We take the  
liberty—in a good cause—of quot-  
ing him as follows:—"The local  
broadcast station, after establish-  
ing itself in such an arbitrary  
manner, should have carried on as  
a servant of the radio public. It  
has become an autocratic master  
instead, and is, by its actions,  
crushing the thing it intended to  
develop and encourage. The ad-  
ditional clerical work now being  
forced upon dealers is discourag-  
ing enterprise and killing the  
trade. The absurd restrictions  
imposed upon buyers are deter-  
ring people from taking up radio  
as a source of amusement."

A big part of radio  
sales goes to the  
crews of ships  
passing through.  
These men incur  
heavy expenses to get ashore for  
radio purchases only to find they  
are not legitimate buyers. They  
are consequently obliged to wait  
till they arrive at Shanghai, or  
Japan and Hong Kong thereby  
loses trade. I have heard that  
since the new regulations came  
into force large quantities of  
cheap Japanese components are  
being brought down by ships for  
residents in this Colony. Is this  
fair to our local dealers?

"Short wave  
Impediment To  
Development  
who have no  
interest in  
radio."

ZBW are being penalised to the  
same extent as those who rely on  
local broadcasting for their  
amusement. The Hong Kong  
broadcast station, to these  
people, is an impediment in the  
way of radio development rather  
than a leader. The U.S.A. has  
gone ahead faster than any other  
country in broadcast services and  
yet the radio public there has not

even a listening licence to pay  
for. Hong Kong is one of the  
most backward communities in  
this respect and we are impos-  
ing restrictions that no other  
country has dreamt of. A radio  
enthusiast's ideas develop very  
rapidly. He builds a set, becomes  
dissatisfied with it and disposes  
of it to a friend not so far ad-  
vanced, with a view to achieving  
better results from new gear.  
Under the present restrictions  
this has been rendered impossible  
and sales are thereby materially  
reduced.

Property Not  
One's Own  
longer call his  
property his  
own where

wireless is concerned. The most  
extreme of our socialists have  
never contemplated infringing  
upon the rights of private owner-  
ship to the extent that our law-  
makers in this Colony have done.  
What sort of a protest would be  
raised in any other trade in Hong  
Kong if dealers were obliged to  
furnish a full description of every  
customer for every little pur-  
chase; if they were compelled to  
turn away clamouring buyers and  
submit to having their stock in-  
spected just when a Government  
official thought fit? The regula-  
tions serve no useful purpose. If  
a man is seeking to evade paying  
his \$5, he can do it just as easily  
now as before by getting a friend,  
who has a licence, to buy him his  
apparatus. A heavy fine for  
listening to ZBW without a  
licence would have proved more  
effective and less deleterious to  
the trade."

Finally the un-  
ridiculously known corre-  
spondent says:  
Absurd

"My final re-  
marks on the subject are that  
there was never such a ridiculous-  
ly absurd law passed by any in-  
telligent government. National-  
isation of industries is a sensible  
proposition alongside this scatter-  
brained idea."—It but re-  
mains for others really interested  
in the progress of radio in this  
Colony to come forward in full  
support of all that has been writ-  
ten in the "Sunday Herald" and  
in the letter of the aforesaid  
correspondent.

**SUNDAY SALLIES.**

Have you seen the Gayshe?

Looks as if we're going to have  
an airy Christmas in Hong Kong.

Supplying liquor in aircraft is  
illegal, but still passengers are ad-  
vised to sit as tight as possible.

Raw turnips are the best tooth  
brushes—A turnip a day, appar-  
ently, keeps the dentist away.

An article in headed "Nursery  
Cooking," which reminds us that  
some attempts we've sampled have  
been simply childish.

This is a world of square pegs in  
round holes. Witness the fact that  
Grenfell of Labrador has been  
installed Lord Rector of St. Andrews  
University and not of Edinburgh.

When Sir Thomas Beecham de-  
clared that dancing on the stage  
was a joke he himself took a faux  
pas by putting his foot in it.

Most Berlin taxi-drivers, we  
learn, can speak several languages.  
If this Colony's drivers learnt  
Esperanto for "I've no change" they  
could deal with foreigners as well  
as they do with natives.

"There goes a criminal!"  
"What! That man!"  
"Yes, he tried to buy a razor blade  
on a Sunday afternoon in Des Voeux  
Road."

"Blank's finding himself out now.  
I asked him the other day at the  
Club how he felt, and he said he  
felt a little stiff."

It was so cold yesterday that even  
a man from Kowloon was heard to  
say, "The summer's going quickly  
now."

Down on the bill for presentation  
by the Scottish National Players in  
last week was, "Shall We Join the  
Ladies?" a very difficult piece to  
give in the Highland dialect.

We take off our hats to-day to the  
gentleman who, making out the  
English examination paper for a  
certain school (not in Victoria,  
Hong Kong) announced in bold let-  
ters that mark would be deducted  
"for careless writing and spelling."

A "musical concert" is reported—

What about a chatty conversation?  
A magistrate is reported to be  
opposed to an "explosion" in his  
Court—Who wouldn't?

"Dirty Bread"—If it is so de-  
based, why not try to raise it?

A new jumper is to be introduced  
in the Navy—For the use of the  
Horse Marines of Hong Kong?

"The silliest proverb is certainly  
"Out of sight, out of mind," said  
one golfer at Fanling, as he search-  
ed through the rough for his new  
half-crown ball.

Sir Malcolm Campbell claims to  
have first introduced Glasgow to the  
banana. The affection of Glas-  
wegians for it is now more than  
skin deep.

Overheard at Happy Valley re-  
cently:  
He—"What do you think of the  
Tote?"  
She—"Oh, it's lovely! I've been  
at father to get me one."

A modernistic painting hung up-  
side down won a prize.—This is the  
only kind of reverses an artist can  
appreciate.

A stream-lined golf club has been  
invented by a Scotman.—But what  
the majority of golfers at Fanling  
still await is not so much a stream-  
lined club as a bottle-lined one.

The chief products of Scotland to-  
day appear to be dramatists and  
M.P.'s.

A gentleman in London says that  
women do not want a dress to live  
for ever.—The fact is that most of  
them want to be dress-widows as  
often as possible.

The fishing industry has discover-  
ed that it pays to advertise.—But  
surely if they had listened to a single  
angler they could have learnt as  
much long ago.

If knees vanish shall we care?  
asks a special article writer.—  
Silence, of course, won't care—they  
never care—but what about our  
kitty lads?

The first postage stamp used in  
Britain has been sold in London.—  
By gum! Such a rarity certainly  
wants some licking.

Said an agent in a provincial  
Court at Home the other day:—  
"Having looked at this document, I  
submit that no such document  
exists."—Having looked at this  
statement one is inclined to submit  
that a mistake exists.

Telephone kiosks in London are to  
have their doors painted red.—In  
Hong Kong this is hardly necessary  
as we so often see red through get-  
ting the wrong number.

A man has been fined for practis-  
ing dentistry without being regis-  
tered, but we would point out that  
practice makes perfection.

There was once a very remarkable  
man who lived in Hong Kong, and  
he had a bowler hat—and he wasn't  
a broker.

Australia's ban on "Blackmail," a  
British "talkie," has been lifted—an  
item of news that amuses a Kowloon  
resident. He declares that the  
"talkie" on the stairs of his flat some  
days could beat any ban!

Woven string is the new material  
used for motorising coats.—It is  
denied that if the coat is unravelled  
and the string plaited you have a  
serviceable rope for a tow back to  
your garage in Kowloon.

Having observed the Peak at a  
distance last night we have come  
to the reluctant conclusion that a  
"white" Christmas is a physical  
impossibility up there!—It can only  
occur in varying shades of black-  
ness.

The question of women ministers  
retaining their pulpits after mar-  
riage has been raised.—It is under-  
stood that some people maintain  
that a woman can't preach efficiently  
at home and in the pulpit at the  
same time.

Mary Pickford wants us to re-  
member that talkies are only at  
the experimental stage. There is  
no danger of us forgetting it while  
we listen to some women on the  
Ferry.

THE  
**HONG KONG**  
PENINSULA HOTEL;  
HONG KONG HOTEL; REPULSE BAY HOTEL;  
PEARL HOTEL  
AND  
**SHANGHAI**  
ASTOR HOUSE HOTEL; PALACE HOTEL;  
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PRIVATE RESIDENTIAL HOTEL—FINE SITUATION

**UNEXCELLED CUISINE.****Most Moderate Terms.**

Now under the personal supervision of the proprietors.

**The Best of Old Friends**

Butter, Cheese, Eggs, Hams, Bacon and the like  
... humble everyday things ... yet, because of  
that, all the more important.

Our Latest Imports Include

**Prize Quality**

Fitch's Bishopsgate Hams whole \$1.10 per lb.  
by the half \$1.20

Wiltshire Bacon  
from Messrs. Oake Woods & Co.  
by the piece \$1.10  
in rashers \$1.20

**Specially recommended**

Cumberland Hams 90 cts. per lb.  
Bacon in rashers 90

Gorgonzola Cheese, Finest Italian \$1.10 per lb.  
Australian Cheddar .90  
H. A. Leaf Cheese .90  
Kraft Cheese .90

**The Dairy Farm Ice & Cold Storage Co., Ltd.**

**ROCKETS  
ARREST  
ATTENTION**

**Call Attention!**  
BY USING  
**NEON**  
"The Cold Light"

THE MOST EFFECTIVE AND  
SIGNIFIED ILLUMINATION  
KNOWN

NEON is the latest and most artistic  
form of electrical advertising and  
illumination. This distinctive light  
first attracts attention before even  
reading the actual sign.

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**REMEMBER:—**  
**WE SELL OUR SIGNS OUTRIGHT ON  
THE MONTHLY INSTALLMENT PLAN.**  
For full particulars apply to  
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FOR THE  
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Your problem of selecting the right article will be easily solved if you pay a visit to our store.

A large and beautiful selection to choose from for the YULE-TIDE GIFT.

**KASHMIR SILK STORE**  
OPPOSITE QUEEN'S THEATRE

**CHRISTMAS & NEW YEAR ANNOUNCEMENTS.**

**PENINSULA HOTEL**

Tuesday, 31st December, 1929. New Years Eve Carnival (8 p.m. to 1 a.m.)  
Wednesday, 1st January, 1930. Special Tea Dance (5 p.m. to 7 p.m.)

**HONG KONG HOTEL**

Thursday, 26th December, 1929. Boxing Night Carnival (8 p.m. to 1 a.m.)  
Wednesday, 1st January, 1930. Special Tea Dance (4.30 p.m. to 6.30 p.m.)

**REPULSE BAY HOTEL**

Tuesday, 24th December, 1929. Christmas Eve Carnival (8.30 p.m. to Midnight).  
Tuesday, 31st December, 1929. New Years Eve Carnival (fully reserved).  
Wednesday, 1st January, 1930. Special Tiffin (Orchestra 1 p.m. to 2.30 p.m.)  
Wednesday, 1st January, 1930. Special Tea Dance (4.30 p.m. to 6.30 p.m.)

**MOTOR COACHES FROM REPULSE BAY HOTEL.**

After Christmas Eve Carnival and New Years Eve Carnival  
To Hong Kong Hotel .... 1.15 a.m.  
To Peak Hotel ..... 1.15 a.m.

**SPECIAL FERRY FROM KOWLOON.**

After New Years Eve Carnival—1.30 a.m.  
DINNER...\$4.00 per person.  
SPECIAL TIFFIN...\$3.00 per person.  
SPECIAL TEA DANCE...\$1.00 per person.

**EVENING CELEBRATIONS FANCY OR EVENING DRESS.**  
Tables for the above may now be reserved at any of our Hotels.

**THE HONG KONG & SHANGHAI HOTELS, LIMITED.**

## LAWN BOWLS AT K.B.G.C.

Annual Presentation Of Cups And Prizes  
AN ENJOYABLE GATHERING

[By "Short Head"]

The annual presentation of prizes at the Kowloon Bowling Green Club yesterday afternoon was preceded by the usual lawn bowls game, President v. Vice-President, the former winning by the very narrow majority of two shots.

Overcast and cold weather threatened to militate against the afternoon's programme, but the rain fortunately held off and it was found possible to play 15 heads on each rink. The play was quite keen and it was not until the last head was played that the result was known—a majority for the President of two shots, thanks mainly to Gov. "anothering" Chapman in a doubles game! The scores were as under:

President	Vice-President
Rodgers	Dobble
Campbell	Hale
Brown	Bickford
Muir	Gibson
(skip) ..... 12	(skip) ..... 10
McIntosh	Ramsay
Branch	Craig
Rayley	Bell
Russell	Fraser
(skip) ..... 21	(skip) ..... 14
Gibbons	Gray
Alves	Hast
Blackburn	Johnston
Gutierrez	Lapsley
(skip) ..... 13	(skip) ..... 20
McDougal	Eccleshall
Phillips	Rose
Hogbin	Duncan
W. Macfarlane	Whitely
(skip) ..... 14	(skip) ..... 10
Thompson	Atkinson
Watson	Goodman
Guy	Petherick
Warren	Nish
(skip) ..... 12	(skip) ..... 10
West	Farrell
Gow	Chapman
(skip) ..... 18	(skip) ..... 6
Total ..... 90	Total ..... 88

At the end of an enjoyable and keen game, during an interval in which tea was served by the ladies connected with the Club, the company assembled around a table on which was an imposing array of prizes for lawn bowls and tennis. Before the presentation of prizes the President (Mr. D. F. Warren) addressed the gathering as follows:

## PRESIDENT'S SPEECH

Ladies and Gentlemen.—I am sure that we all regret the cause of postponement of our Closing Day. The former arrangements were cancelled in honour of the memory of Mr. Macfarlane, who was so very suddenly called away. Mr. Macfarlane has been a member of our Club for 4 years. He was a keen bowler, and in fact played in the League matches during the past two seasons. He was a regular attendant at the Club and took a keen interest in the game of bowls on Friday evening of the 13th. I can assure you that it was a great shock to me when I was advised by one of our members that he had passed away during the night. We shall miss him very much from our Club. I desire to extend to you all a cordial welcome on this the occasion of our Closing Day which is another

mile-stone in connection with the activities of our Club. It augurs well for the success of any organization to have the loyal support of the ladies and we have this in large measure. I wish to thank the representatives from the other Clubs of Kowloon for their attendance and hope that they have enjoyed the game this afternoon. I now declare the Greens closed.

## League Games

During the year six teams were entered for the League matches. With respect to the teams of the 1st Division, I may say that they started off not too well, but as the season advanced, they improved in their play and it was hoped that they would win the League, their last game being with our nearest neighbour—the K.C.C. After that game was finished, our 1st Division teams retired from the contest, having played 14 games and winning eight, the highest standing in the League for the past 11 years.

After the 1st Division was definitely out of the running, all eyes were focused upon the 2nd, or Boys' Division—(laughter)—which were winning all before them. When we had finished the fixtures, (two had played 14 games and won ten), we found ourselves in the unhappy position of tying with two other Clubs in the Colony; with this distinction however, that we had 160 points to our credit, while our nearest competitor had 135 points. However, as it was games not points that counted, it necessitated a triangular re-play. The Civil Service drew a bye and we were drawn against Tal-koo and there was where we met our Waterloo. (Laughter) I am quite free to admit that we were beaten by superior players. They out-played us and are to be congratulated on winning the League.

I desire to take this opportunity of thanking the bowlers of both Divisions for their loyalty during the past season, as it means much to give up every Saturday afternoon to League fixtures. The Selection Committee are to be congratulated on their work, as it was no easy task to keep six rinks up to full strength, especially as reserve players were very limited. Our competent Green Convener, Mr. Hall, deserves great credit for the excellent work that he has accomplished. He was seriously handicapped in his operations during the water shortage as we were notified not to use water from the mains for sprinkling the Greens. However, Mr. Hall was equal to the occasion and utilised the water from the tap on the premises. As Mr. Hall puts it, if one well is good, two would be better, so he asked for another and it was given him and now he is ready for any emergency. (Applause.)

I may add just here that I am not unimpressed of the important part that the wives of the bowlers have played in the League fixtures. They have very kindly arranged their own Saturday afternoon amusements and recreations, thereby releasing their husbands for League purposes. (Laughter.) The Singles Championship of the Colony was won by Mr. Luz who, by the way, is a Kowloon bowler. Congratulations to him on attaining this distinction. (Applause.) Aitkenhead Shield: It was competed for this year by Kowloon and Hong Kong. A year ago the Kowloon bowlers won this Shield and this season the Hong Kong team made an unsuccessful attempt to capture the prize. Spey Royal Cup: A team from our Club was appointed to compete for this prize but were unsuccessful.

## Champion Bowler

Club Competitions: The champion bowler of our Club this season was Mr. W. Russell, one of our famous bowlers. Mr. Russell has made a practice of winning the Club Championship every 20 years. He won it in 1909 and again in 1929; and I may add that if any members of this Club wish to have their names inscribed on the Honour Roll, they will be well advised to get busy before the year 1949, as that is the date set by Mr. Russell to stage a come-back. (Laughter.) The 2nd prize in this event was won by Mr. D. W. Phillips, one of our young bowlers and he is to be congratulated on his successful efforts. The President's Prize and Harvey Shield was won by Mr. Clark Atkinson, one of our high class bowlers and one who is always ready to play a game with anyone. The Vice-President's Prize was won by Mr. J. Gibson, an experienced bowler, who is picking up the game very well. (Laughter.)

The Handicap Singles was won by Mr. J. Rodgers. The Handicap Doubles was won by Mr. S. E. Eccleshall and Mr. D. W. Phillips. It goes without saying that they are both good bowlers. The non-prize winner, is helpless. The Chinese now got away on the left and things looked dangerous for the K.O.S.B.'s when Charlton miskicked, but when well placed Cheung Koon-sang put high over the left.

## Tennis Revival

Tennis: I am pleased to report that we have had a larger number of entrants for the various competitions than what we have had for a long time. Tennis is one of the recreations that is coming to the fore in this Colony. We have progressed this season and entered a team in the Mixed Doubles League and although they did not do as well as some others, yet our team have demonstrated that they will be a factor to be reckoned with in the future. I notice among the prize winners in the Tennis Tournament this season, some of the ladies and also men who won last year; but I am informed on good authority that some of the new players made the winners go all the way.

I hope that next year even greater interest will be taken in this branch of the Club's activities. I desire to thank all who have in any way contributed to the success of the Tennis Department.

## From Government House

During the season we had the pleasure of having a visit from two bowling teams from Government House. We were highly honoured in this, as His Excellency the Officer Administering the Government was one of the bowlers and I need not take up your time by giving you the result of the afternoon's play, other than to say that we had a very pleasant time. (Laughter.) The Interport games between Hong Kong and Shanghai were played on the K.C.C. ground, resulting in a win for the Home team. The Shanghai Interport bowlers were invited to play against one of our teams on our own greens and they experienced no difficulty in winning. We also entertained the visitors at a banquet at our Club.

## Presentation of Prizes

Mr. Warren then called upon Mrs. Nish, wife of the Vice-President, to distribute the prizes as follows:—

Championship: 1st prize, (presented by the Club), W. Russell; 2nd prize, (presented by Mr. J. Gibson), D. W. Phillips; 3rd prize, (presented by Messrs. Gande, Price & Co., Ltd.), A. R. Whitley.

President's 1st prize, (presented by Mr. D. F. Warren), Harvey Shield, C. Atkinson; 2nd prize, (presented by Mr. B. Branch), L. Guy; 3rd prize, (presented by Mr. Russell), J. V. Ramsay.

Vice-President's 1st prize, (presented by Mr. H. Nish), J. Gibson; 2nd prize, (presented by Mr. S. Gray), J. C. Brown; 3rd prize, (presented by Mr. D. Muir), L. Guy.

Handicap Doubles: 1st prize, (presented by the Club), presented by Messrs. Russell, Nish, Bradford and Hunter), S. E. Eccleshall and D. W. Phillips; 2nd prize, (presented by Mr. D. Keith), H. Nish and P. Young; husband.

Non-Prize Winners: 1st prize, (presented by Messrs. A. S. Watson & Co., Ltd.), D. W. Phillips; 2nd prize, (presented by Mr. W. Macfarlane), C. E. Stewart.

Handicap Singles: 1st prize, (presented by the Club), J. Rodgers; 2nd prize, (presented by Mr. R. Duncan), L. Guy; 3rd prize, (presented by Mr. W. J. Kerr), A. R. Whitley.

Men's Championship: 1st prize, (presented by the Club), J. Rodgers; 2nd prize, (presented by Mr. G. E. F. Thompson), G. Rodgers; 3rd prize, (presented by the Club), J. V. Ramsay.

Ladies' Handicap Singles: 1st prize, (presented by the Club), Mrs. Cuthill; 2nd prize, (presented by the Club), Mrs. McCaw.

Ladies' Novices Singles: 1st prize, (presented by Mr. R. Hall), Mrs. Hogbin; 2nd prize, (presented by Major W. White, R.A.O.C.), Mrs. Thompson.

Men's Handicap Doubles: 1st prize, (presented by the Club), J. Rodgers and E. W. L. Hogbin; 2nd prize, (presented by the Club), W. E. Hall and P. V. Whitley.

Ladies' Handicap Doubles: 1st prize, (presented by the Club), Mesdames McCaw and Thompson; 2nd prize, (presented by Mr. D. Gow), Mesdames Hall and Hogbin.

Mixed Handicap Doubles: 1st prize, (presented by the Club), Mr. J. Rodgers and Mrs. Cuthill; 2nd prize, (presented by the Club), Mr. W. Brown and Mrs. McCaw.

After Mrs. Nish had been presented by little Miss Rapley with a pretty vase of flowers, Mr. Hugh Nish, Vice-President, thanked the gathering for the honour done to his wife. They had all hoped that the ceremony of presenting the prizes that afternoon would be performed by Mrs. Warren, but unfortunately she had to go home to Canada on account of ill health. She was, however, in all their minds that day and he trusted that when their President wrote to her he would convey their regrets at her absence and their hope that she would be here to distribute the prizes a year hence. (Heard, heard.) He had to express the thanks of the bowlers to the ladies who had served afternoon tea and to assure them that it was the cause of the President's rink winning and the Vice-President's rink going under. (Applause.) He had also, on behalf of his wife, to thank little Miss Rapley for the presentation of the beautiful silver vase and to ask her acceptance

## LEAGUE FOOTBALL

(Continued from Page 4.)

with a shot that left the goalkeeper helpless. The Chinese now got away on the left and things looked dangerous for the K.O.S.B.'s when Charlton miskicked, but when well placed Cheung Koon-sang put high over the left.

The K.O.S.B. again returned to the attack and from Goggie's centre Goggie next forced a corner which was cleared. From another corner on the left, well placed by Rhodes, Crawley netted. The Chinese attacked, but the whistle went for the interval.

Half-time:—  
Chinese "B" ..... 0  
K.O.S.B. .... 2

Upon resuming the K.O.S.B. straight away put on pressure, and following a corner, Stevens hit the cross bar with a hard drive.

The same player missed by inches in the next minute. Barham tried his luck with a long shot, but Sin Tin-in saved at the expense of a corner.

It was now all K.O.S.B.'s game and Stevens centred across an open goal but Toal failed to reach it.

After Crawley had brought off a nice run Stevens scored with a shot which the goalkeeper failed to hold. The K.O.S.B.'s came again and the goalkeeper tipped a good shot from Toal over the bar, from the resulting corner Toal scored with a good shot.

The Chinese now attacked and Chow Hon-tin went close with a fast drive. They next forced a corner on the right but Westland punched clear and Barham set the forwards going again, Stevens going close with two good shots.

During a strong attack Crawley hit the goalkeeper with a fast shot and was unlucky to handle the rebound. Till the end the Scots were continually pressing but could not add to their score, although they were easy winners.

Result:—  
Chinese "B" ..... 0  
K.O.S.B. .... 4

## KOWLOON v. EASTERN

## A Scrappy Game

Played at Kowloon, the home team shared the points with Eastern in a scrappy game. L.S.B.A. Mann lined up the following teams:—

Kowloon: Angus, Jr.; Springett; Dunnett; Hannan; Easterbrook; Ronnum; Eastman; King; Nicholls; Contos; Bickford.

Eastern: Silva; Lau Ching-yau; Lai Ting-choi; Cheung Yui-nam; Chung Lap-tim; Tung Yin-wai; Lee Bing-tong; Ng Ying-kay; Salleh; Moosa; Sabhan.

Easternbrook Injured. From the kick-off Kowloon attacked, but a good movement was spoiled by Nicholls heading wide.

Kowloon returned and the Eastern goal had a narrow escape when Silva was penalised for carrying, the pressure being eventually relieved by Cheung Yui-nam. Eastern carried the play to the other end and forced a corner which Angus cleared.

Eastern kept up the pressure but good wing play was wasted owing to the inside forwards being ineffective in front of goal.

During some mid-field play, Easterbrook was injured, but resumed although limping badly. After a good run down the touch line Lee Bing-tong went close, his shot dropping on the back of the net. Play was transferred to the other end and Bickford running in gave Silva a hot one, which the goalkeeper cleared well, and half time arrived with a blank score sheet.

Half-time:—  
Kowloon ..... 0  
Eastern ..... 0

Penalty Awarded Twice. On resuming Eastern attacked and Moosa sent in a fast drive which Angus did well to save. Kowloon got away on the left and forced a corner but Bickford lobbed the ball behind.

From the goal kick Eastern got going and were awarded a penalty when Salleh was brought down. Lai Ting-choi scored from the spot.

Kowloon making a determined effort to get on equal terms were awarded a penalty from which they equalised.

This was however taken twice, the first shot going wide, and a second attempt allowed on account of the Eastern goalie moving before the ball was played.

From now to the finish, it was end to end play, both teams striving for the lead, but the whistle of a box of chocolates. (Applause.) The President, amid laughter, declared the greens open for another season, humorously giving the password and signs for all bowlers. Before concluding the proceedings he presented a handbook to Mrs. Nish for the presentation of the tennis matches during the past season. (Applause.)

These teams failed to put in an appearance on the Military ground at Sookumpoo, so another game must be added to the increasing string of games which passed their scheduled dates for decision.

arrived with nothing further being added.  
Result:—  
Kowloon ..... 1  
Eastern ..... 1

## EWO v. RECREIO

Played at Happy Valley, the game resulted in a draw, as both teams were evenly matched. Referee:—Mr. Critchett.

The teams lined up as follows:—  
Ewo: Chan Yan-po; Chan Mok-sing; Lam Ho-yin; To Ho-hang; To Ho-ching; Chow Yew-fat; Lai Tai-chai; Wong Kam-fok; Hui Ye-hin; Pang King-yue; Mak Tak-tay.

Recreio: Silva; Brito; Marques; Silva; Lawrence; Xavier; Figueiredo; Carvalho; Goncalves; Santos; Santos.

Fast Game. Ewo won the toss and Recrio kicked off against the wind. A considerable amount of mid-field play followed and, after a good run down, Hui Ye-hin failed to put his side ahead, by shooting weakly.

A few minutes later an almost certain goal was saved by Chan Yan-po from a fast drive by Carvalho.

Play was fast, both sides striving to obtain the lead, but their efforts were of no avail. Half time whistle blew with the ball in mid-field.

Half-time:—  
Ewo ..... 0  
Recrio ..... 0

Repeated Attacks. Upon resumption, Recrio attacked and following a raid on the Ewo goal, Figueiredo put his side ahead with a fast drive into the roof of the net.

Five minutes later, Ewo drew level through Chow Yew-fat with a well placed shot into the corner of the net.

Repeated attacks were made by the Recrio to increase their score, but their efforts were fruitless. Final whistle blew with the Recrio still attacking.

Final Score:—  
Ewo ..... 1  
Recrio ..... 1

NAVY v. UNIVERSITY

This fixture was originally dated for November 16, but through the inability of the University to field a team it was postponed until yesterday when the Hong Kong F.A. agreed to it being added to the Juniors' programme.

On the Navy ground at Happy Valley Q.M.S., Scott R. E. lined up the following players:—  
Navy:—Turner; Ward; Carey; Kealy; Evans; Timberlake; Kay; Hassell; Cartwright; Sorbie and Small.

University:—Oppenheim; Scully; Reed; Lee; Lee; So; Bee; L. Oppenheim; Wong; H. L. Lee and Ng.

One-Sided Game. Having won the toss, the Navy elected to take advantage of a stiff breeze blowing down the pitch from the direction of the Club Ground.

Early to the attack Sorbie sent in a terrific drive which was slightly deflected by Reed to enter the net well out of Oppenheim's reach, with the game less than five minutes old.

The University's defence were striving hard to keep their opponents at bay but Cartwright noted at the end of fifteen minutes' play. Oppenheim was having a warm time repelling repeated attacks on his charge by some very clever work.

Just before the interval Hassell was given a neat short distance pass by Cartwright and he made no mistake with his shot.

The interval arrived with the Navy overwhelmingly masters. Half-time:—  
Navy ..... 2  
University ..... 0

Glut of Goals. From the place kick after the resumption the Navy proceeded to pen the University to their own half. C. M. Lee, Scully and Reed trying hard to keep their lively opponents from the danger zone.

When they failed D. Oppenheim brought off some wonderful saves, until Small's shot beat him all the way.

From now till the last ten minutes the Navy's forwards were trying to dribble the ball. This was a great mistake for it looked as if they had closed their scoring account.

In the closing minutes their tactics were altered, and by swinging the ball about goals were forthcoming from Evans, Sorbie and Small in quick succession. Had it not been for Oppenheim's display in goal the Navy would have left the field with double figures to their credit.

Result:—  
Navy ..... 7  
University ..... 0

**R.A.M.C. v. SOMERSETS.**

These teams failed to put in an appearance on the Military ground at Sookumpoo, so another game must be added to the increasing string of games which passed their scheduled dates for decision.



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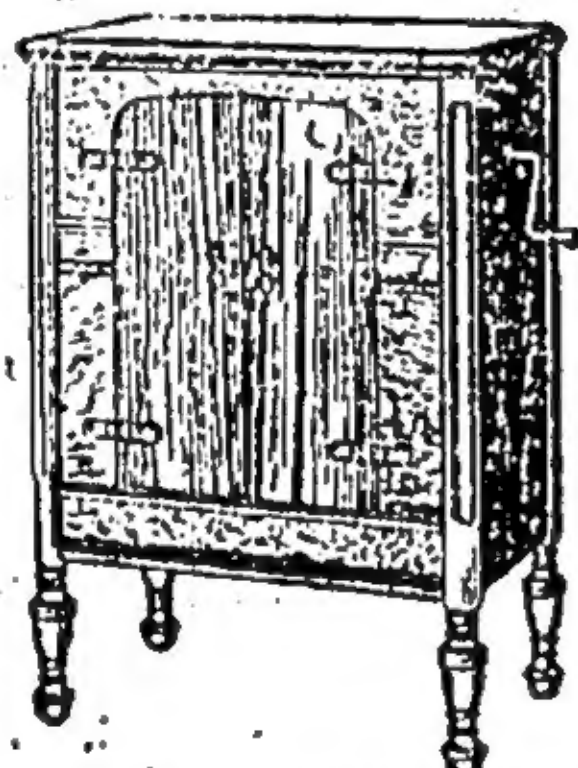
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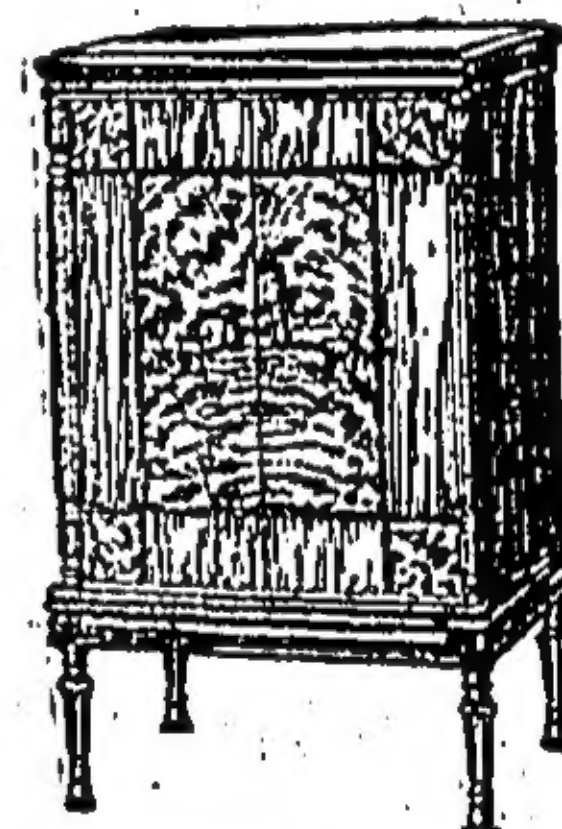
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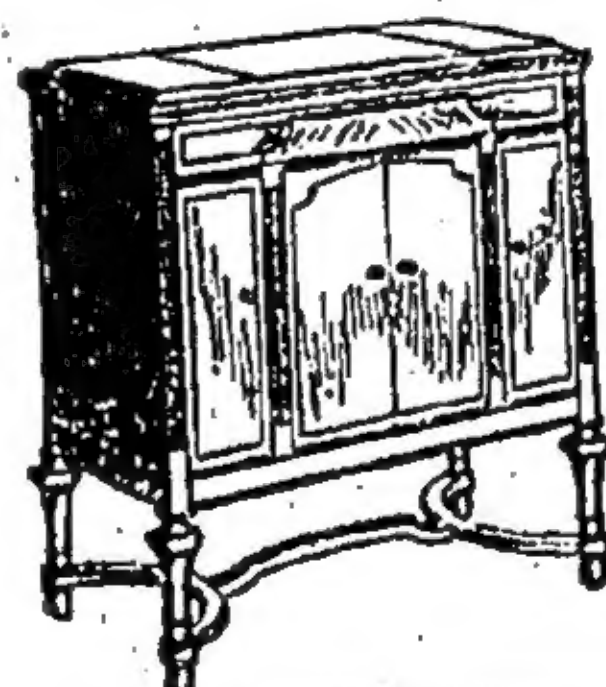
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to wish our correspondent would discontinue treating the matter so lightly.]

---

the King's Exequatur empowering J. T. Bagram to act as honorary Consul-General for Siam, in Hong Kong, has received His Majesty's signature.

---

Mr. H. Pillat has been appointed a member of the Midwives' Board in place of Dr. R. E. Tesson.



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1929

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# Hongkong Sunday Herald.

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HONG KONG, SUNDAY, DECEMBER 22, 1929.



PRINCIPALS IN "THE GRISHA."—Presented at the Theatre Royal by the Hong Kong Philharmonic Society this season. From left: E. M. Hutton (Grimsby), Joan Harross (Marie), Margaret Chubb (Tommy), Eva Davidson (Lady Constance), M. G. Marriott (Cunningham), Lella Clarke (Molly Seymour), H. V. Parker (Fairfax), Margery Howes Smith (Mimosa), seated, Reggie Greenfield (Wun Hui), Hubert Anniss (Katana), Eileen Bellamy (Juliette), Archibald Brock (Marquis Luard), Daphne Stanton (Ethel), M. M. Mans (Tukemini), Eileen Lamont (Mabel).—(Alfred Lock).



SIR JOHN SIMON, P.C., K.C.V.O.—The prominent Liberal M.P. and chairman of the Simon Commission which dealt with affairs in India. His name has been in the limelight again owing to recent important political developments at home. This is his latest photo.

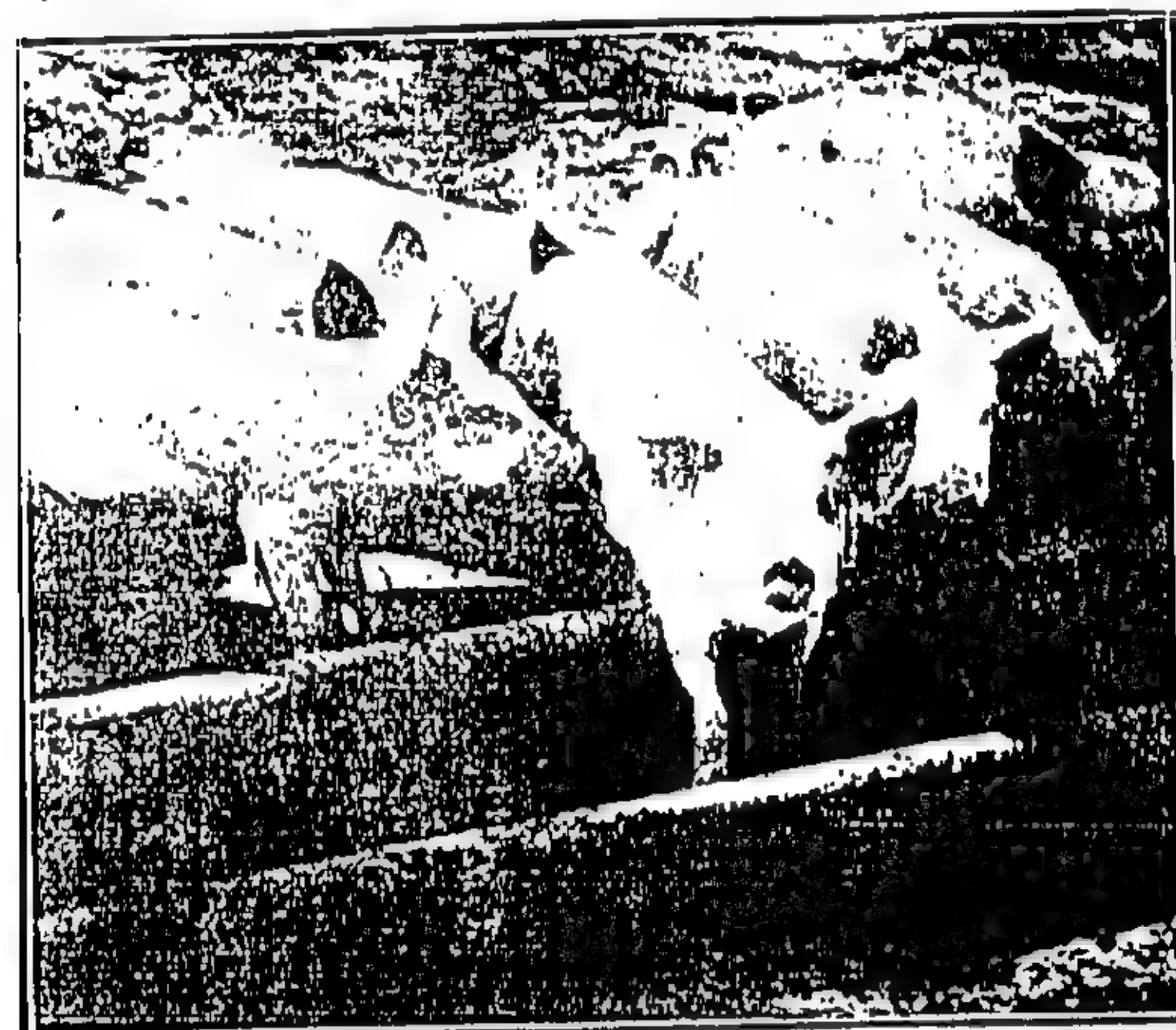


## Phthisis

is usually the result of a common cold, which weakens the delicate lung tissues and thus enables tuberculosis germs to settle and spread.

Take **Guaiacose**

It strengthens the entire organism and makes it more resistant to infections. By destroying the germs causing it, the initial stage of tuberculosis can be successfully fought.



HOW TEMPTING.—Some of the livestock reared by the Dairy Farm Co. for Christmas in Hong Kong.



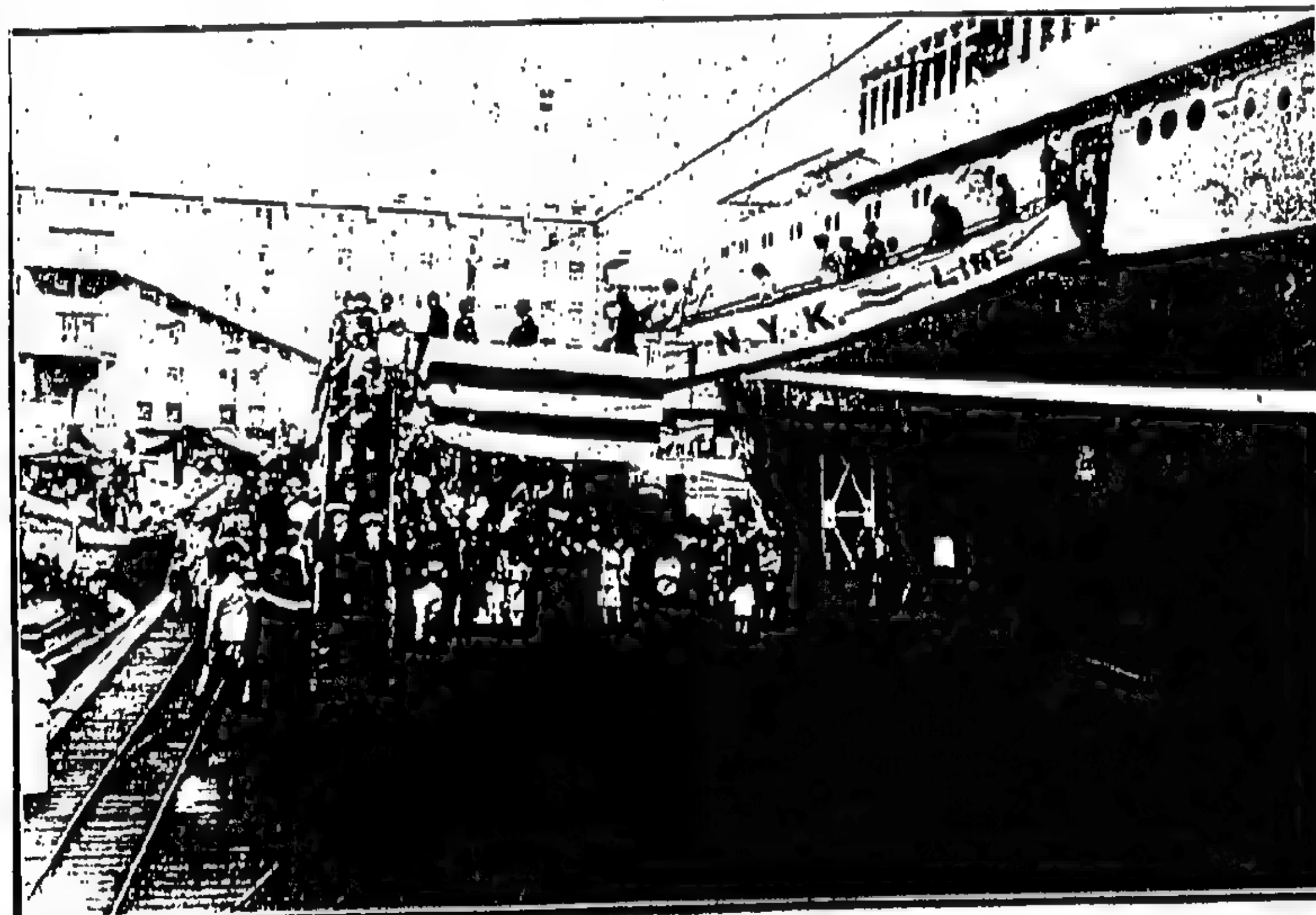
EUROPEAN ROYALTY.—Her Majesty Queen Victoria of Sweden, who was seriously indisposed some weeks ago but has already progressed along the road to recovery. She is much loved by her subjects.



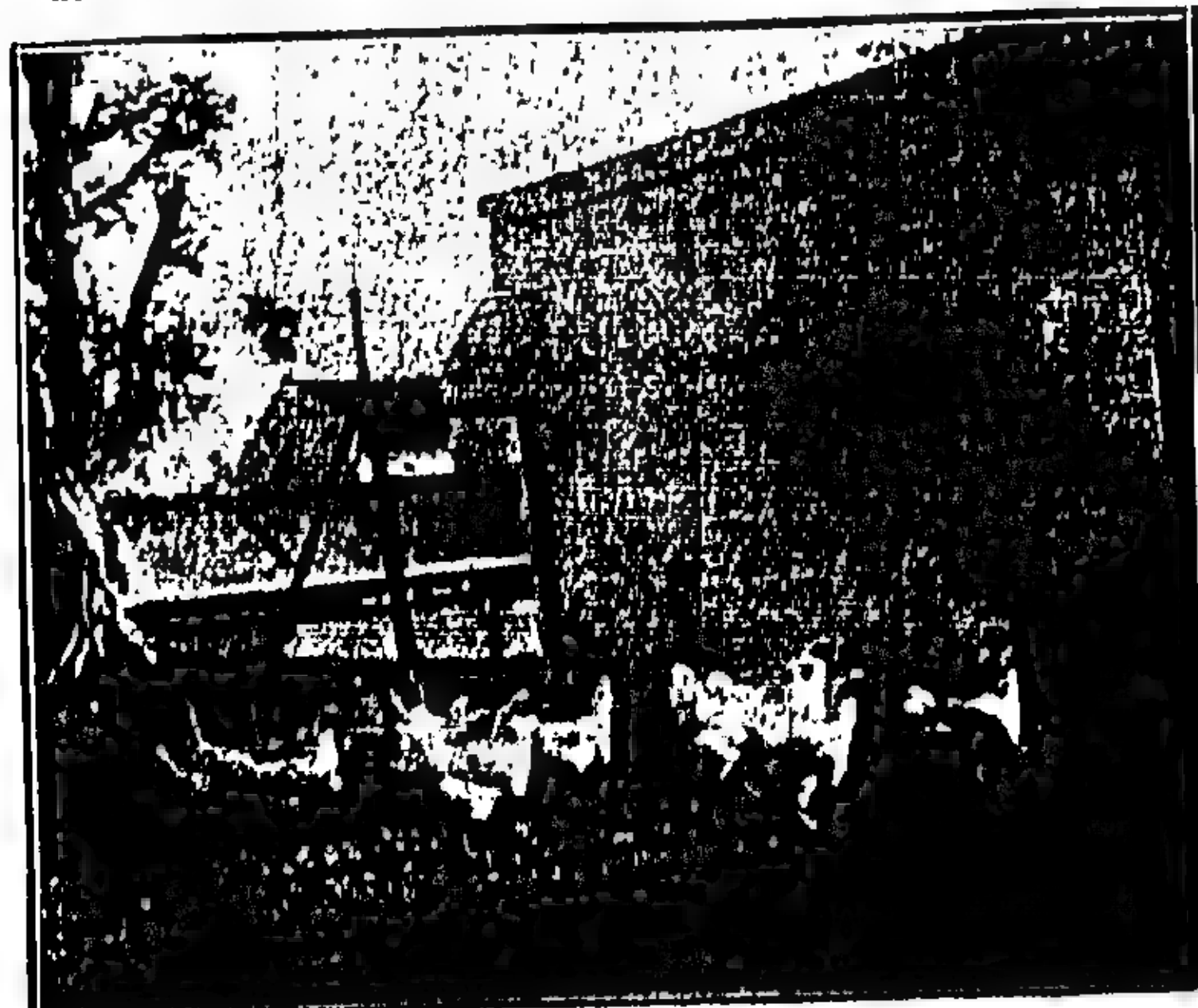
POULTRY FOR YULETIDE.—A collection of the Dairy Farm Co.'s birds at Pokfulam.



A FINE FILM.—Florence Vidor and Arnold Kent in "The World at Her Feet," commencing to-day at the Majestic Theatre, Kowloon.



NEW TRANS-PACIFIC LINER.—The motor vessel "Asama Maru," at Kowloon wharf, with some of the 25,000 people who inspected her on December 8.



CONGENIAL SURROUNDINGS.—Another view of the Dairy Farm Co.'s products for the festive season.



EACH WITH A DEFINITELY ASSIGNED PART.—No wonder they are smiling, these ladies who posed for a special presentation by the Photomaton Studio in Queen's Road Central. In the form in which this has been assembled, and with the variety of pretty faces, this would make a very appropriate souvenir of the festive season.



It may seem incredible, but the millions of oxygen bubbles released by Persil in the washing water actually remove more dirt from clothes than would hours of hard washboard rubbing. The gentleness of these bubbles saves the clothes—no rubbing, no wear. Yet they clean thoroughly—and Purify. Persil has valuable germ-destroying powers. You can do the whole washing with Persil—everything!

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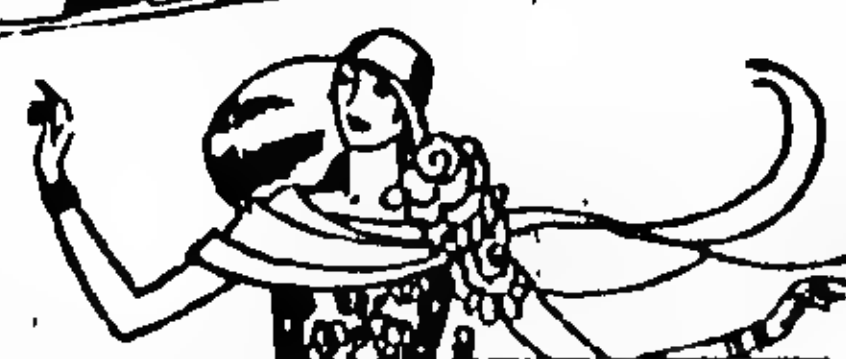
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# The Woman's Page



## APPLE MINCEMEAT

Take a pound of beef and stew until tender, then mince it; afterwards adding two pounds of apples, the same quantity of currants, half a pound of stoned raisins, one pound of finely shredded suet, and three-quarters of a pound of sugar. The latter ingredients should all be minced separately; mix all together and add a little mace and nutmeg and the gravy in which the meat was stewed, a whole lemon chopped, and a glass of port wine, and a glass of brandy. Keep in covered jars.

## LADIES' LUGGAGE

### Dainty Daisy De Luxe Bag

There is ample room for dresses, slippers, hats and other articles for any trip, with a handy inner pocket for toilet requisites.

Its distinctive appearance, matchless convenience and delightful comfort in travelling readily explain why the Daisy De Luxe Bag has become the accepted style in light-weight hand luggage among women of fastidious taste.

Daisy De Luxe Bags are made in a variety of sizes, of genuine du Pont Fabrikoid—lizard and alligator grain—in red, blue, tan, gray, green and black, and also of attractive black patent leather finish fabric. They harmonize with any costume. They are rainproof and disproof and may be easily carried over the arm, leaving both hands free. Instant opening and closing are assured by the Hookless Fastener—an exclusive feature.

The bags will withstand hard wear and always look trim and smart. Turn buttons may be used instead of the Hookless Fastener.

#### Daisy Pouch

This strikingly attractive bag is made in two materials. It is fashioned of special water proof chintz in a wide range of gaily-coloured floral designs, or made of an unusual glazed waterproof material in moiré effect, in blue, green, lavender, red and maize. Both come in 13-inch size only.

These bags are supplied with cretonne lining, or with rubber lining for bathing use. They open or close with the Hookless Fastener and are fitted with an inner pocket.

#### Nokabout Bag

Fashionably attractive design and very light weight distinguish the easy-to-pick Nokabout Bag. The Hookless Fastener facilitates opening and closing, and, when not in use, the Nokabout may be folded flat and slipped into a trunk or suitcase. Made in genuine du Pont Fabrikoid—lizard or alligator grain—in red, blue, tan, gray, green and black, in 14 and 16-inch sizes.

## This Season's Furs



Furs this season are so fine in texture that they can be manipulated in the same way as the finer materials. This costume features natural skin, used as a collar, tie and cuff trimming; a French belt matching the shade of the beige broadcloth of the suit.

### A NEW COLOUR

For those who can wear red successfully, there are many delightful shades from which to make a selection this year, and it is voted one of the most popular colours by all the dress designers. There is the cardinal red, which is rich indeed; there is the new dahlia colour also; rubic is very popular and a host of other shades of red which subtly differ from each other; one does not realise how they actually do differ from each other until one sees them together!

## SLIMMING BASQUES

### Latest Evening Line In Paris

According to Lucien Lelong, the present fashions have a certain severity that expresses the mood of society. His clothes are distinctly elegant and have a supreme tranquillity because of an innate taste to suppress all florid surface amendments.

Surface values are important, but only in a slimming sense, by the manipulation of an inimitable line movement. This takes a rhythmic course, which no harsh interference ever seems to break, in a downward career to lend grace to a silhouette. These lines are stressed with perfect accuracy to retain his principal ideal—immobility in repose and fluidity in motion.

The surface of jersey and fine linage dresses is raved out with pin tucks, and diagonal lines and curves take form on dresses, of lighter materials to break the monotony of flat hip effects in the afternoon and evening class. The result is commendable.

#### Flat Frills

The basque line is an excellent slimming feature of the new models. It droops slightly at the back in either one, two, or three tiers, when the latter two are placed on the skirt as a sequence of a bolero bodice line.

Flat frills form the entire trimming of a smart afternoon dress in crepe satin with the new movement—always sloping from a defined front waist line downwards towards the back. These frills in a measure resemble flat tucks, graduated in depth to form narrow and wide sections alternately as they are superimposed one on top of the other.

#### Three-Tier Effect

The three-tier basque effect is carried out on a black crepe de Chine dress. This is completed with a sleek black coat that has a large one-sided ravel-outlined with a narrow band of white ermine. The middle basque, so to speak, is set to fall under the bolero bodice line from the waist. The drooping movement is provided by it being designed in such a way that it appears to be drawn upwards in front by means of a bow-tie that settles down on the natural waistline in front.

Bows, on the other hand, form a decorative yoke line on the fronts of bodices as they are seamed in from the armholes to tie in scarf fashion below a plain V decollete. Contrary to Madeleine Vionnet, who cuts ties into deep yokes with sleeves the same colour to achieve a contrast—yellow on black, for example—Lelong always makes bow ties in the same material and colour as the dress. But when he is forming a triangular decollete and wrist ties for a trimming motif on a black crepe satin tulle dress, he lines the bow ends with vellum-tinted crepe satin.

A typical bow yoke-tie is seen in the model made of steel blue voile de soie Lelong, which also defines a single basque style poised to fall in diagonal lines from either side of the hips towards the centre front. The coat worn with this dress is made in the same material, and sumptuously trimmed with grey fox fur.

## Graceful Frock



This smart model gown, designed for evening wear, is expressed in supple black ring velvet. The bodice is smartly gauged and has a silk net yoke studded with diamonds. Large bows and long ends are deftly arranged on both sides of the skirt to form panels.—Ninette, London.

## NEW COLOURS AND MATERIALS

The new natural-waist-line which is alleged to be the plan thought out by a beautiful Dame Fashion to counteract the suggestion of age which the longer skirts may impart to us has to be treated very carefully.

Many women in their desire to acquire the small waist effect are wearing their waist-belts to fasten too tightly round, so tightly as to achieve that horrible "like-a-sack-tied-round-the-middle" effect, that rather old-fashioned simile with which we used to describe the figure of the slovenly woman.

A small waist is all right if you actually possess one, but it is no use trying to produce one by simply wearing a tight belt, which probably accentuates rather than obscures any suggestion of obesity.

## New Tweed Suit



Above is depicted the new tweed suit showing the slender line skirt finished with a serene flare, and a finger-tip length coat worn over a tuck in blouse. The hat shows a brim revealing a corresponding flare.

## FASHION HINTS

### Prints Hold Important Place

Travis Banton, Creator of Paramount fashions, writes:

It is encouraging to learn that prints will still hold an important place in the fashionable scheme of things this season. The afternoon frock is unusually well-suited to the print and Miss Arthur and Miss Francis, Paramount players, offer two excellent examples. Black satin, printed with a large golden leaf creates a striking costume for Miss Arthur, and the cascading skirt meets every full mode requirement. Miss Francis's daisy patterned gown includes three interesting shades—white, black and pale green. The silver fox scarf reminds one that dark neckpieces are still the leading fur favourites. An interesting afternoon ensemble is displayed by Fay Wray. Over a simple frock of black satin a metal cloth jacket is worn. An unusual design in black is woven into the silver cloth. A double scarf of silver fox completes the costume.

#### Evening Wraps

Evening wraps may be ornate or as simple as the individual prefers. Fur and trimming may abound or nun-like severity both meet all fashionable purposes. Clara Bow illustrates the chic possibilities of the untrimmed evening coat. Of silver-flocked cherry velvet this wrap adopts the interesting note of shirred sleeves and lengthy scarfs for its success. Fay Wray's black velvet cape displays the ornate mode. Lined with silver cloth, beaded with crystals and collared with white fox, this wrap strikes the elaborate note. The short jacket is still with us, and Bacalanova's gold cloth coat trimmed with sable fur completes an alluring ensemble in metal cloth.

## POPULAR MATERIAL

Undoubtedly the popular material for evening frocks this year is satin. Its qualities render it admirable for the new styles and carefully chosen it is grace personified.

Another popular choice is panne, and nowadays there are some new versions of this elegant material which have that slinky, almost liquid effect. It looks particularly well in black, and is indisputably the most elegant of all materials.

## OUR HATLESS BABIES

Visitors from the country at Home, where children are more coddled than they are in towns, tell how surprised they are to see our hatless babies in the parks.

As a matter of fact, Princess Elizabeth started this fashion. A few years ago all children wore thick muffling bonnets on their outings; now, except in very bad weather, you see the smallest heads exposed to the fresh air.

## PRINCESS'S "NO SWEETS" RULE

Princess Mary, like other young modern mothers, is very much against constant sweet-eating in her nursery and has had to be very firm with her no-chocolate or fancy sweets rule.

But she does allow and approve of boiled sweets, and very often drives specially into Harrogate to buy some of its famous treacle nut toffee to take back to her two little boys.

## Cotton Frocks



This cotton frock featured at a fashion show is of hand-painted or-gandie of a delicate egg-shell shade. It is made with the fashionable tight-fitting bodice and billowy skirt.

## WOOLLEN GLOVES AGAIN

A revival of a Victorian fashion, with a modernistic touch, is likely if the new rainbow woolen gloves prove acceptable. The gloves are of the very best wool and are just the sort of thing to add colour to one's winter dress but at the same time provide comfort and warmth. They are in gaudy form, the tops being of the brightest hues possible.

## FINE LACES

### The Art Of Washing Them

Winter evenings always seem synonymous with velvet gowns and beautiful lace. Pieces of fine, delicate laces are now being taken from their storing places or detached from worn-out garments to be adapted on new gowns. The yellow tinge acquired by white lace through age is preferred by many people, but the natural hue may be restored by simmering the lace in sour milk for a few moments, then washing it with soap and lukewarm water. Some women have found to their sorrow that beautiful black lace has turned gray after washing, but this can be obviated if a strong solution of tea is added to the final rinsing water. The addition of a little gum arabic also will make the lace look like new.

The following method has been found practicable when washing delicate laces: wind the lace around a bottle wrapped in cheesecloth or butter linen so that the ends can be secured, then cover it with another layer to protect the fine threads. Dip the bottle in and out of a basin of lukewarm water and soap-suds, rinse in clear, lukewarm water, and dry before removing the cloth wrappings.



## PERMANENT WAVING

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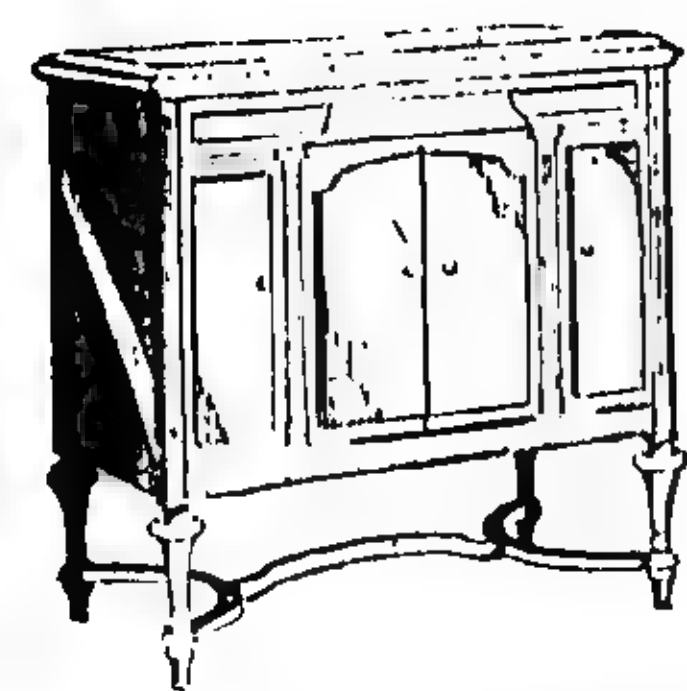
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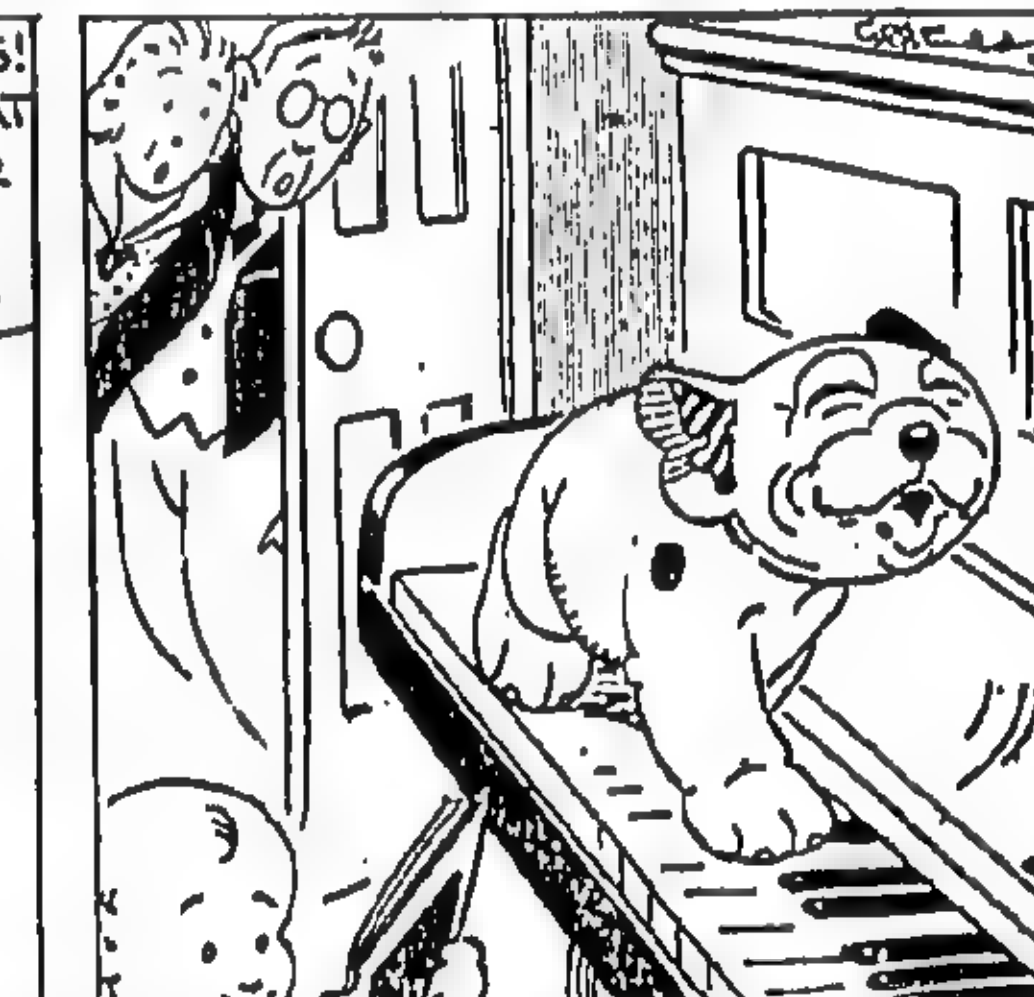
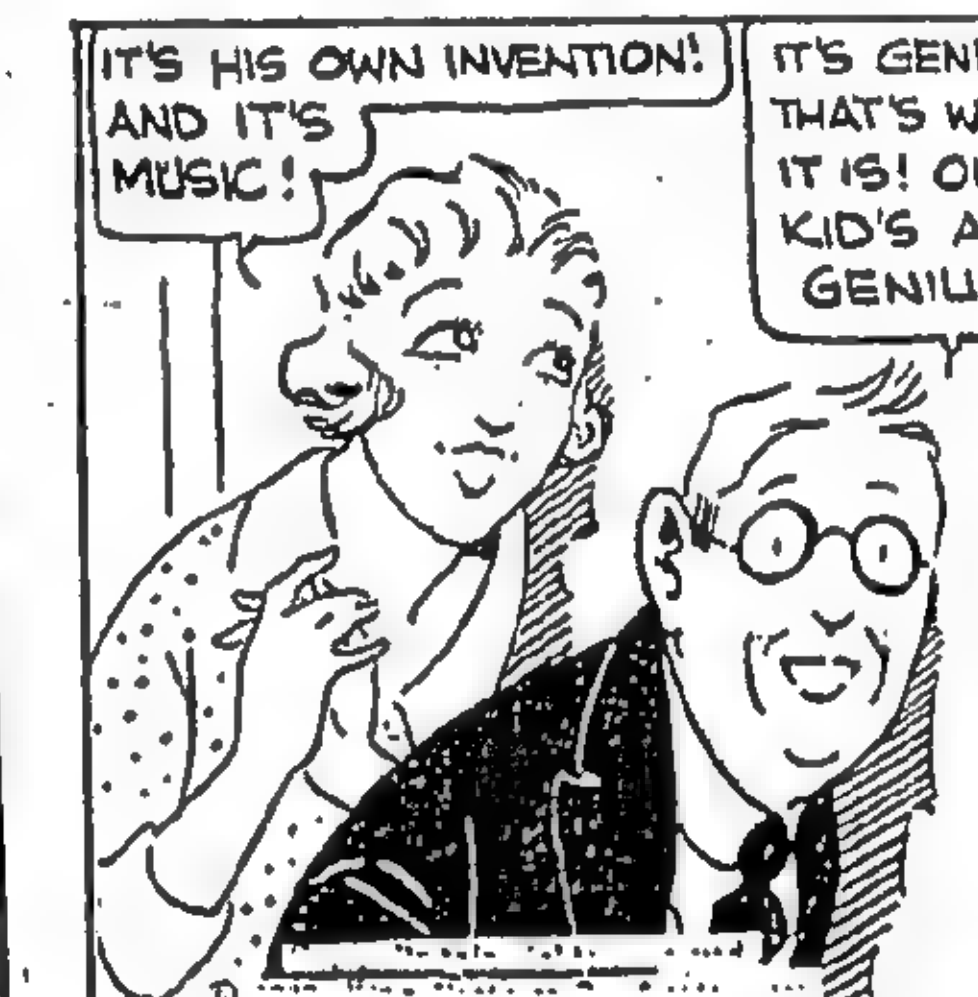
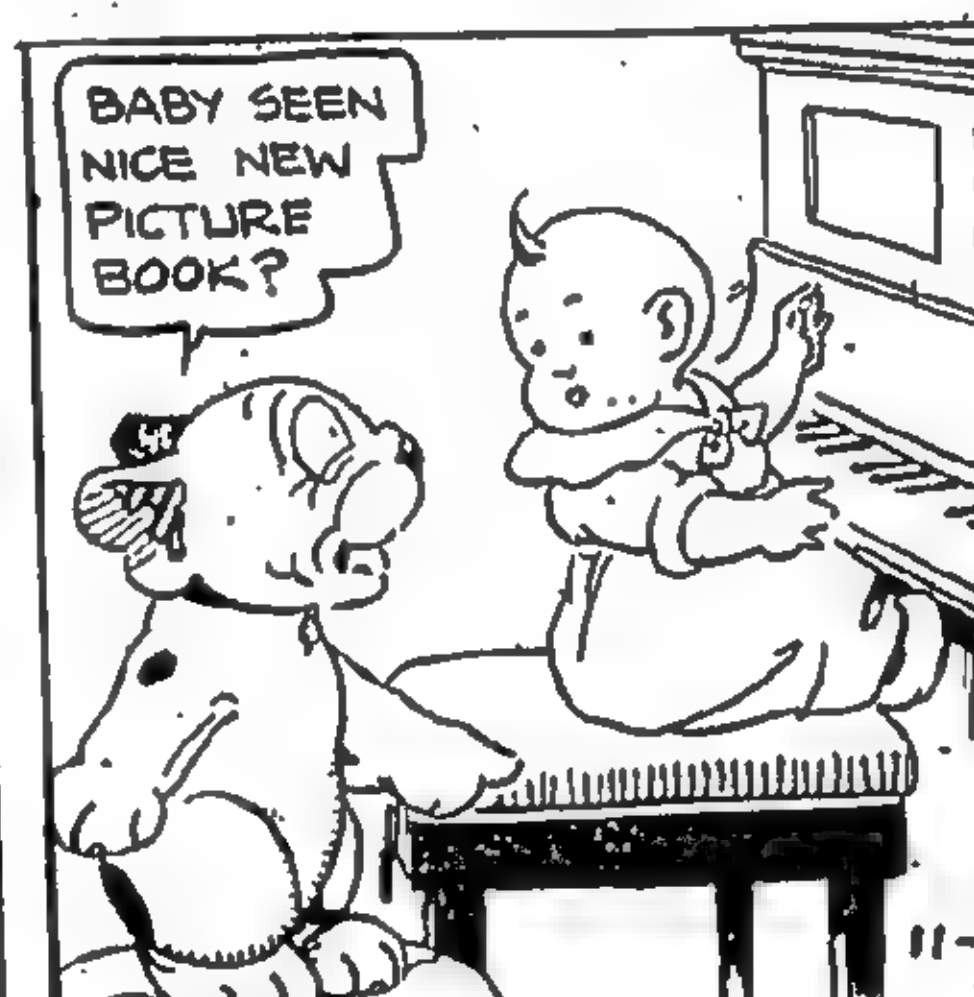
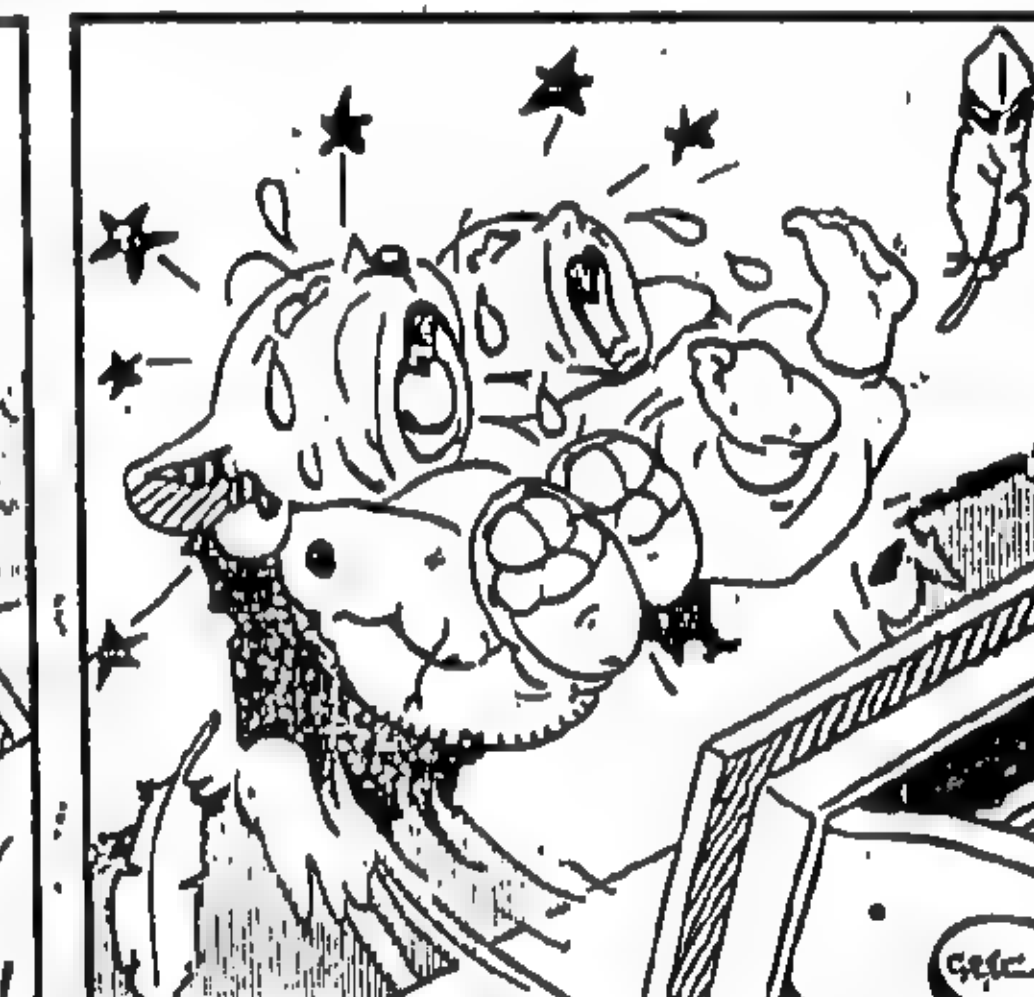
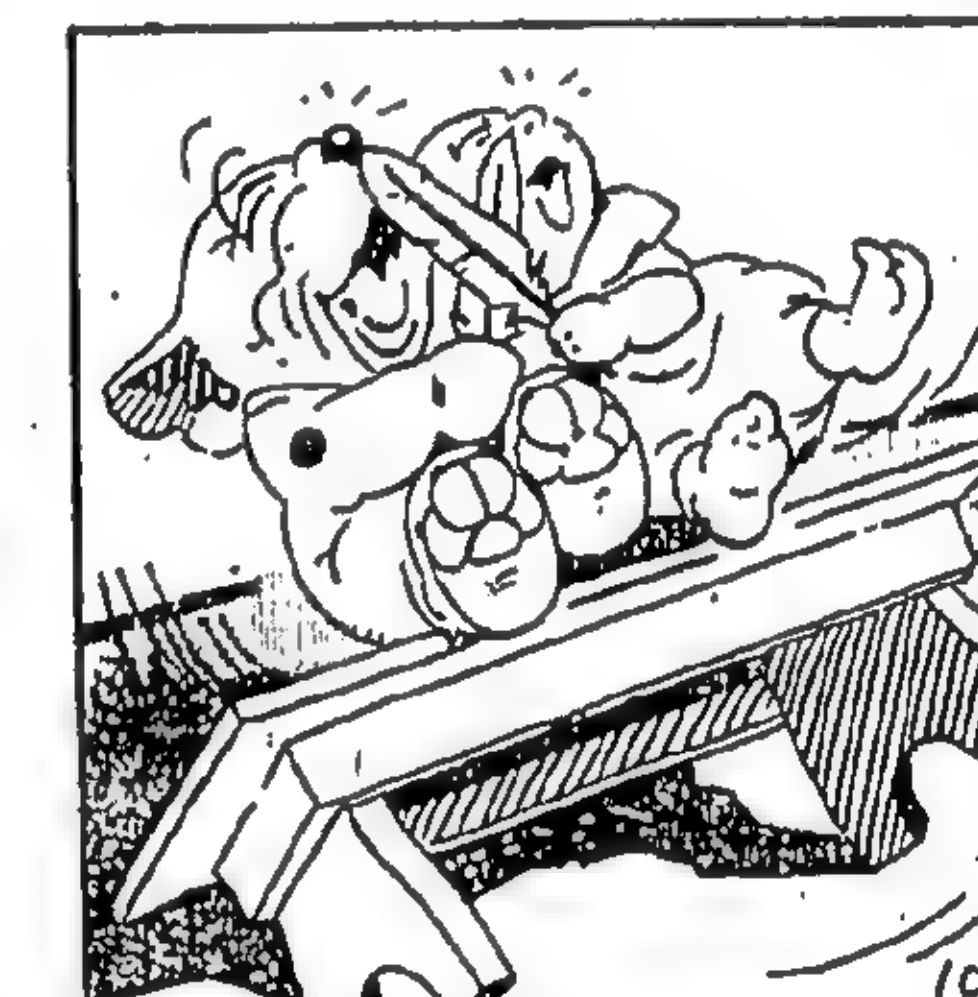
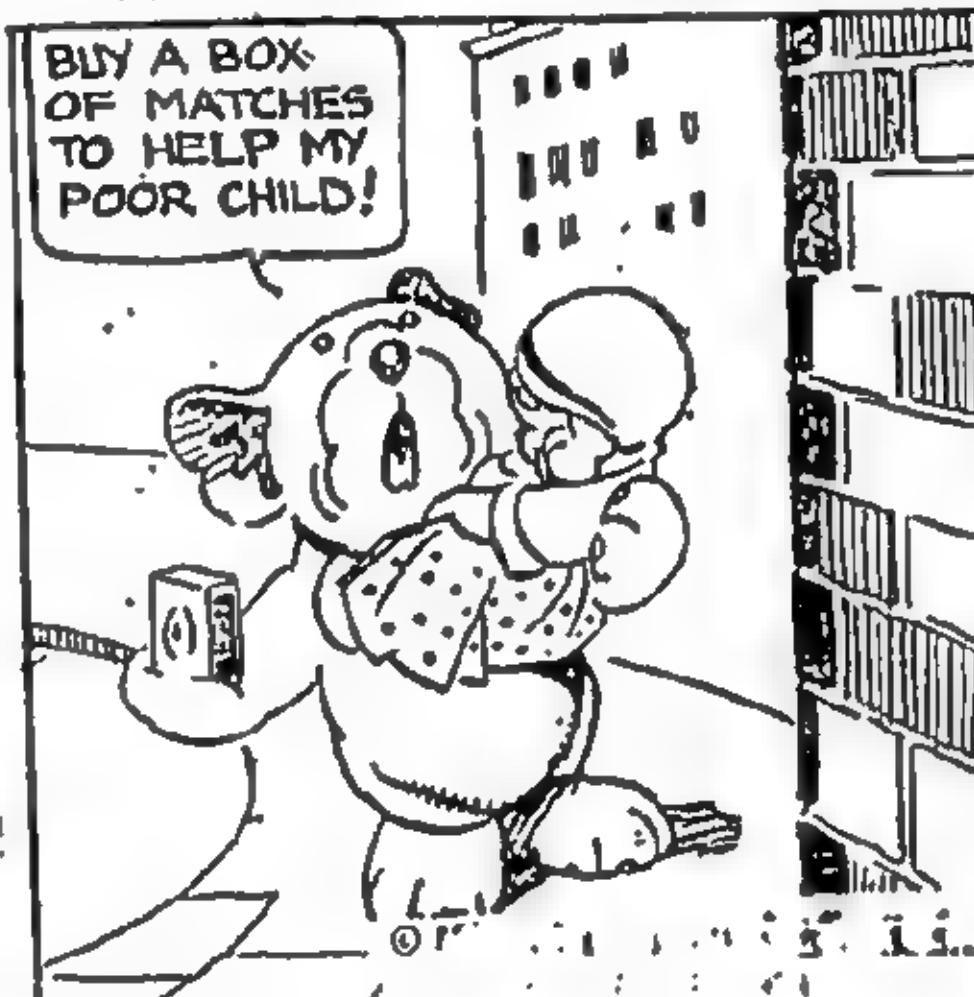
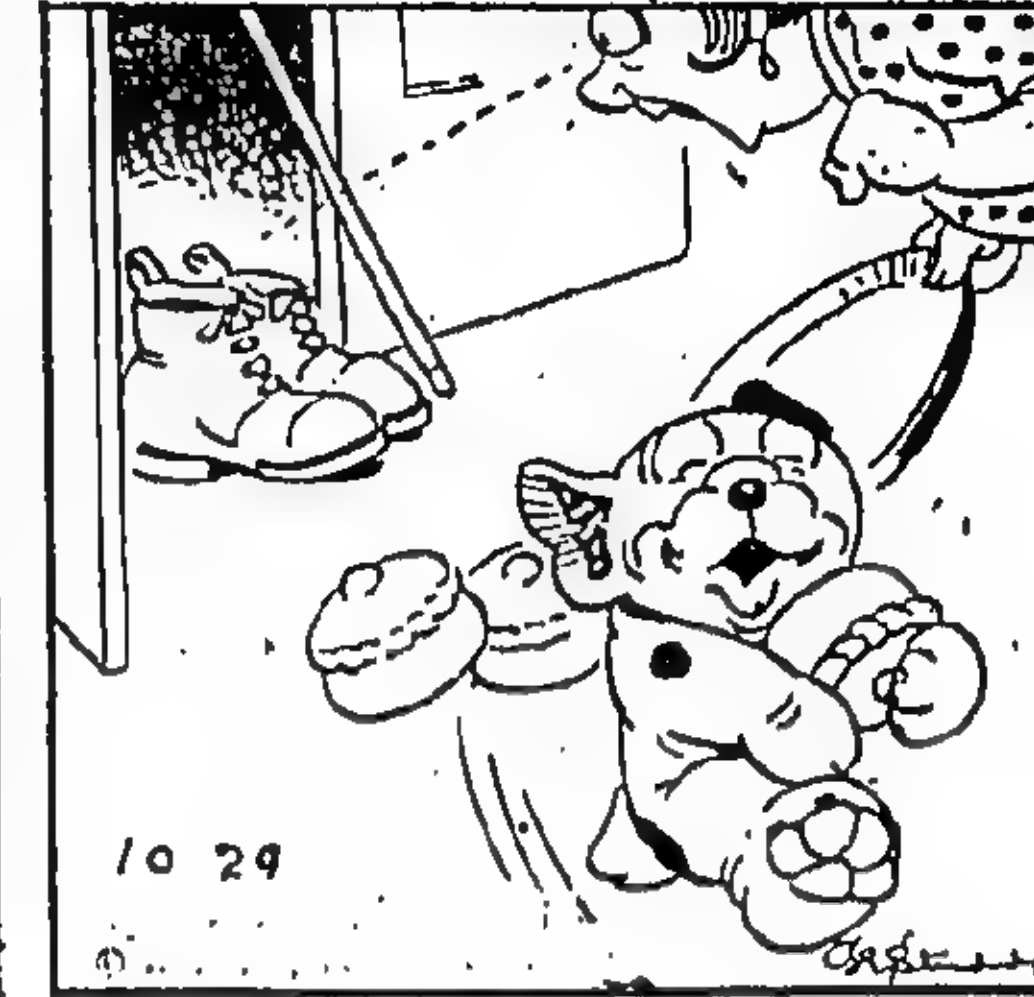
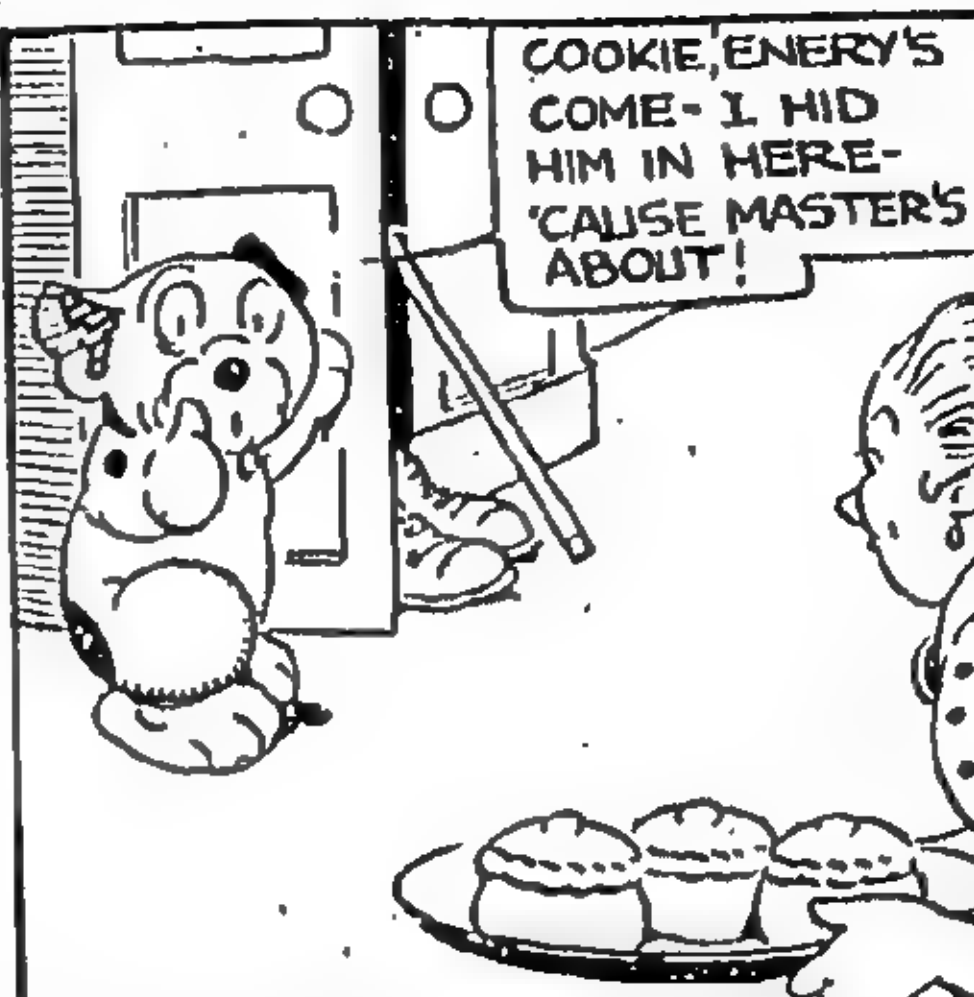
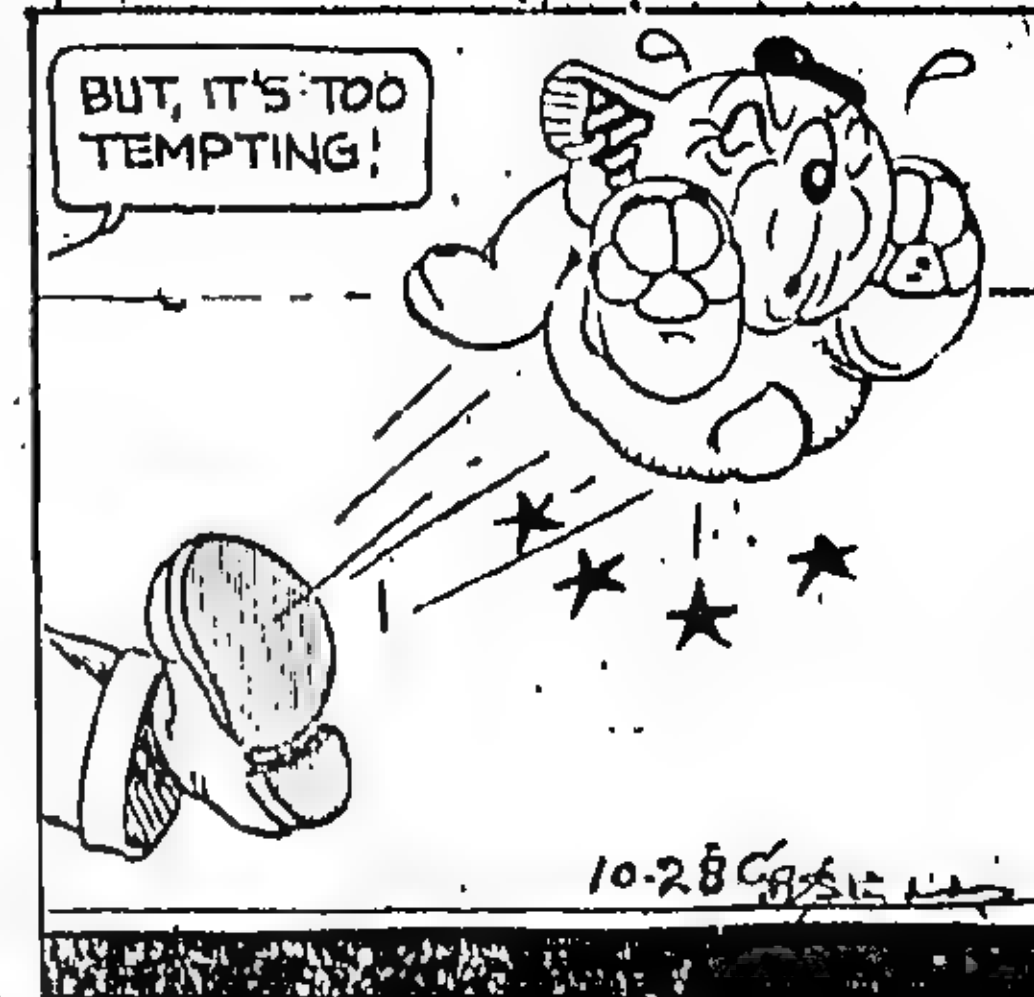
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LADIES and GENTLEMEN.

Hairdressing and Manicure  
by Expert Operators in  
Hygenic Surroundings.

TO BE WELL GROOMED, PAY US A VISIT  
89A, QUEEN'S ROAD CENTRAL. 1st Floor.  
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**BONZO**

By George Studdy

**WHITEAWAYS FOR VALUE****ONLY 2 DAYS TO CHRISTMAS.****SPECIAL****TOYS****GAMES****IN****TRAINS****DOLLS****DOLLAR****CRACKERS****NOVELTIES****BARGAINS****ALL WONDERFUL VALUE****WHITEAWAY, LAIDLAW & CO., LTD. - - - HONG KONG.**



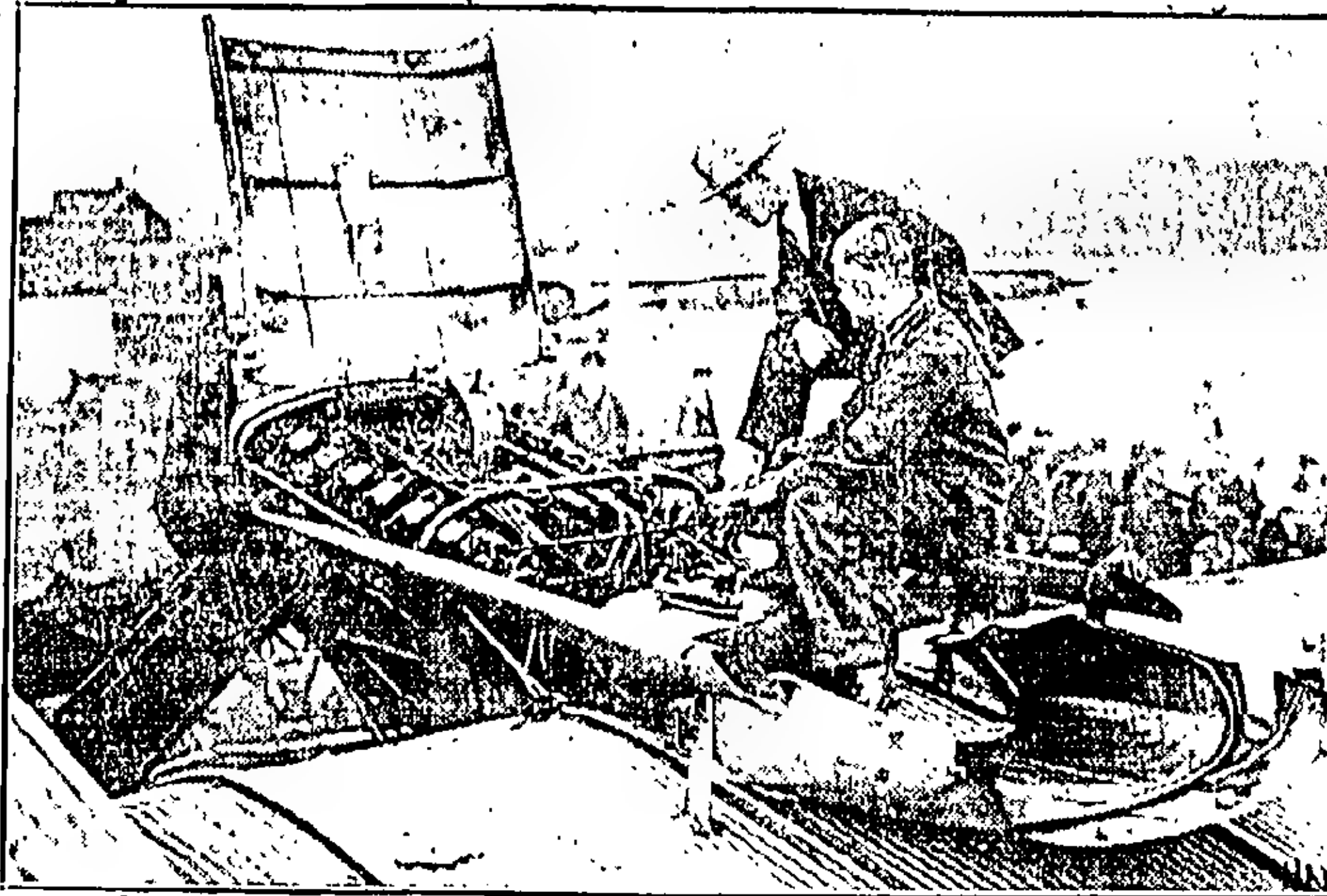
# ROUND THE GLOBE IN PICTURES

At A Smoking Concert



Given by the American Company of the Shanghai Volunteer Corps, at Range Road.

Russian Plane May Try Atlantic Hop



Semyon A. Shestakov, chief pilot of the "Land of the Soviets," inspecting the plane which may take off in an attempt to span the Atlantic. Permission has been asked of Soviet officials.

Wedding Attire For Men



The Earl and Countess of Arl, arriving at St. Mary's Church, London, for the wedding of Miss Winifred High, daughter of the Lord Provost of Dundee, and Mrs. Henry Stevenson. Prominent British society personages as well as Royalty attended.

Mr. MacMurray's Departure



A distinguished gathering at the Majestic Hotel, Shanghai, at a farewell dinner given by Mr. T. V. Soong, Minister of Finance of the National Government, in honour of Mr. J. V. A. MacMurray, the retiring American Minister to China. A gathering of international celebrities was present at the banquet which was followed by a dance. — (Ah Fong).

Reception At B.W.A.



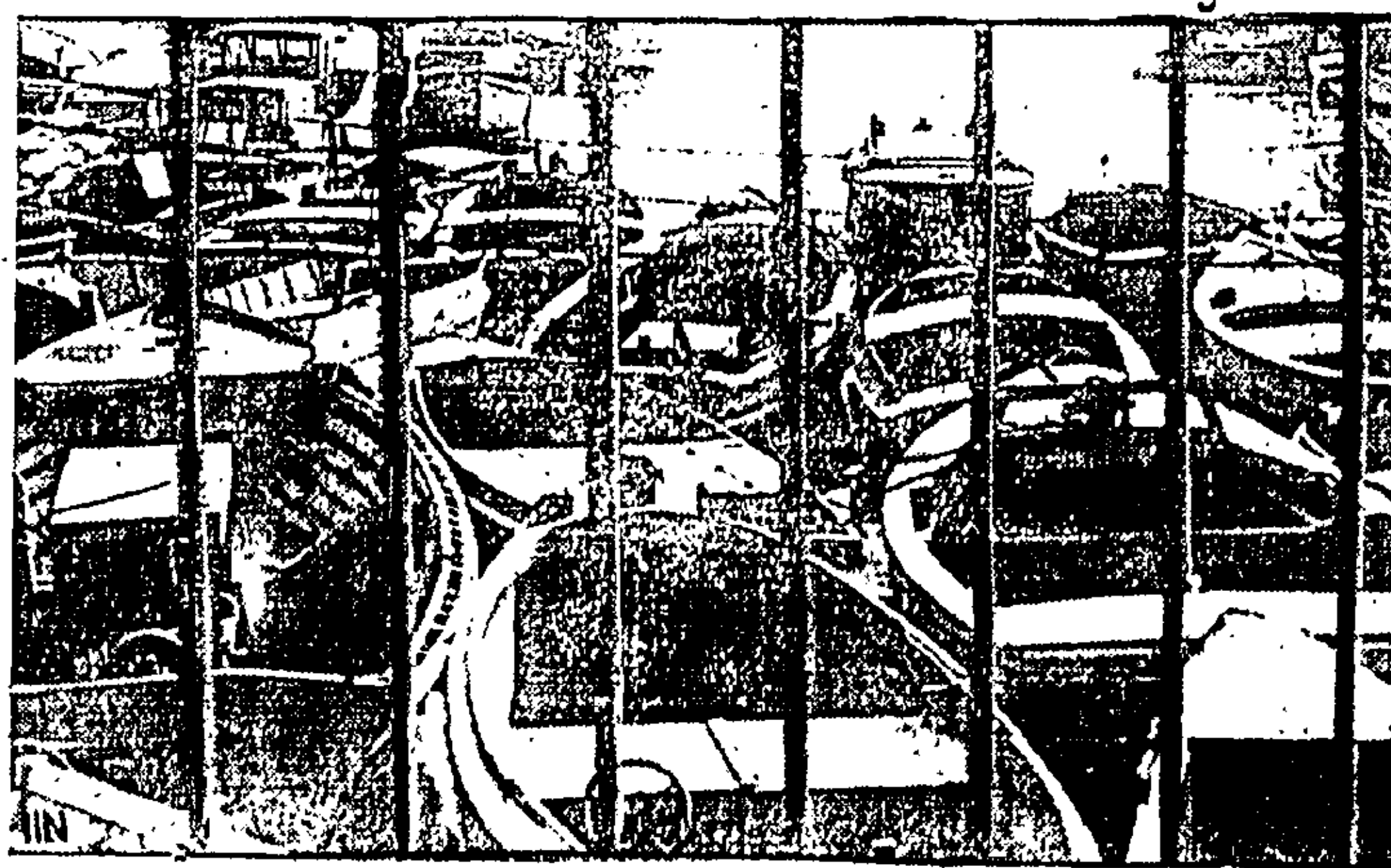
A large number of members of the British Women's Association, Shanghai, gathered at a reception held at the Headquarters last Wednesday afternoon to welcome Dame Edith Lytton, G.B.E., a British delegate to the Kyoto Conference. — (Ah Fong).

Child Welfare Enthusiasts



A U.S. party was given by Mrs. A. Bassett at her home, No. 11, Route Winin, Shanghai, in honour of Mrs. J. Allen Dougherty, of the Child Welfare League of New York, where representatives from various Shanghai women's organizations were also present to discuss the programme of a children's concert to be given early in spring, when children of international parentage will take part. Dr. Annie Walter Fenar is the Chairman of the International Committee in Shanghai. — (Ah Fong).

Behind The Bars For Bootleg Boats



Shorn of their glamour, these bootlegger's boats, modern galleons of adventure are shown as they were brought to an inglorious rest behind the bars. They are being held prisoners by the United States Border Patrol, of Detroit, in the first "boat-jail" in America.

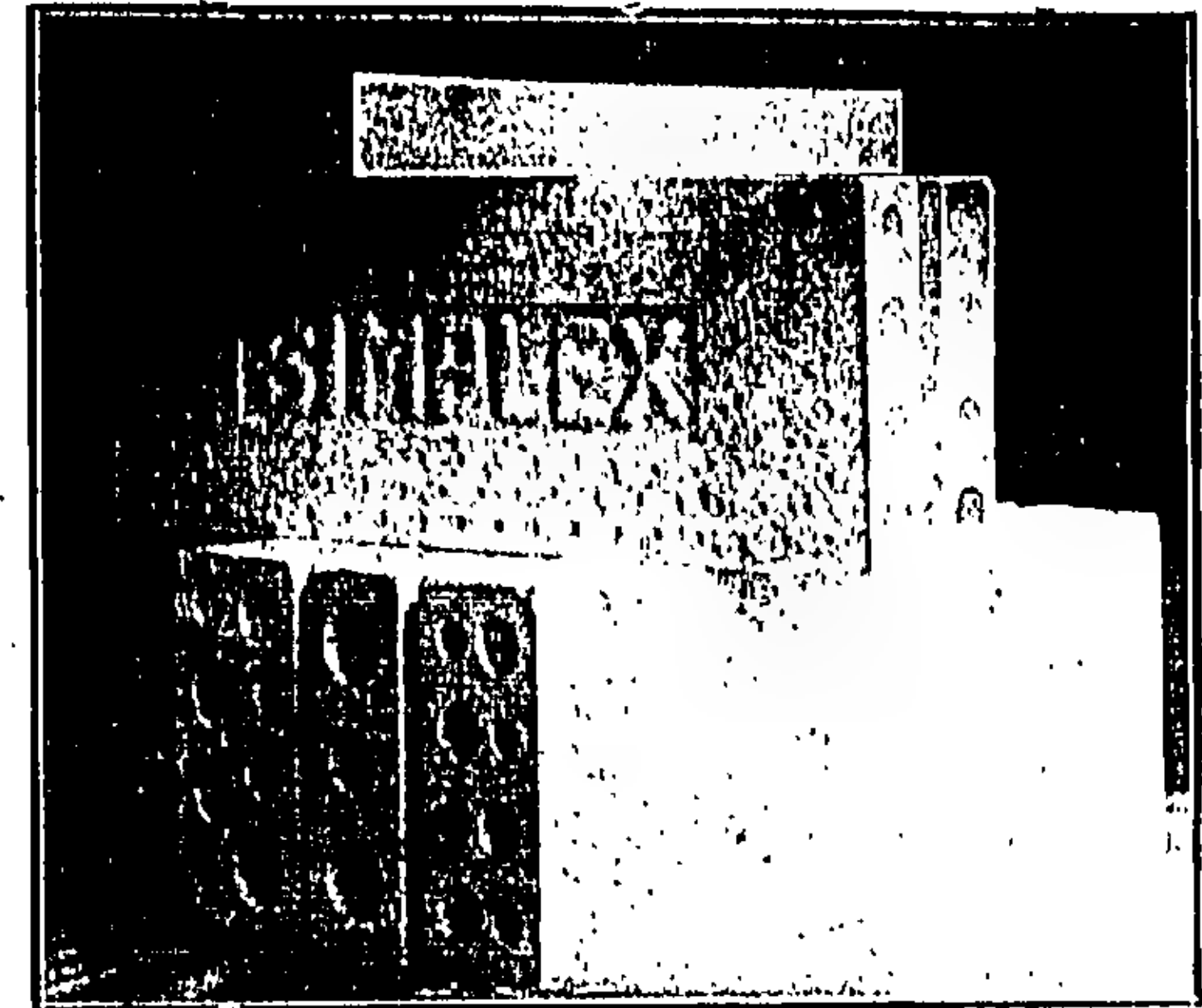
Prominent Leader Of Religious Education Entertained



(At left). — Dr. R. M. Hopkins, General Secretary of the World Sunday-School Association, New York, and Mrs. Hopkins were the guests of honour at a dinner given by Sunday-School Promotion League at the Chinese Y.M.C.A., Shanghai. Dr. Hopkins, who is investigating religious education in the Orient, had just returned from America. He is seen here in the centre with Mrs. Hopkins seated at the left and Rev. E. G. Tewksbury, General Secretary of China Sunday-School Union, at the right.

## SIMPLEX PARTITION BLOCKS

FOR INTERNAL PARTITIONS.  
Made of Pure Gypsum  
FIRE PROOF & VERMIN PROOF.



FOR GREATER EFFICIENCY IN BUILDINGS.

USE  
KEENE'S CEMENT, GYPSUM FIBROUS PLASTER,  
PLASTER OF PARIS, GYPSUM PLASTER BOARD.

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THE IDEAL CHRISTMAS GIFT  
is a box of  
**SOCIETE CHOCOLATES**  
They will please mother, father,  
sister, wife or sweetheart.

Also  
**BISHOP'S HARD CANDY**  
the best for the children at any time.

Order your CHRISTMAS CAKES now

**THE CAFE PAVILION** Nathan Road,  
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THE BEST CAKES IN TOWN.



**SAVE YOUR MONEY**  
BY SAVING YOUR HATS.

WE CAN:—Block, Bleach, Clean,  
Dye, Iron & Reshape Hats for  
Ladies, Gentlemen and Children.

OUR PRICES ARE MODERATE.

**HAT RENOVATING CO.** 22, Nathan Rd.,  
Kowloon. Tel. K. 1087.  
Agents in Hong Kong:—Tye & Co., 19, Queen's Rd. C., Tel. C. 648.

This extravagance  
menaces health



To brush teeth and forget gums, is an extravagance that may demand as its price health, beauty and youth. In this life of ease and luxury, gums are undernourished and under-exercised. If neglected, they surrender to diseases that sweep the system and often cause loss of teeth. Only dental care can stem the advance of gum diseases once they are contracted. Prevention is easier and less painful.

Be liberal with yourself. See your dentist every six months. Continue to brush your teeth. But also brush gums vigorously with the dentifrice designed to help keep them firm and sound... Forhan's for the Gums. When you have used this dentifrice for a few days you'll notice a vast improvement in the way your gums look and feel. In addition, note how effectively and safely it cleans teeth and helps to protect them from decay. Get a tube of Forhan's from your druggist and start using it today.

**Forhan's for the gums**

★ 4 out of 5 after forty and thousands younger are in peril of the disease of neglect.

Agents: — MULLER, MACLEAN & CO., INC.

IF YOU ARE TOO BUSY TO WRITE HOME — DON'T

Just Post a Copy of the  
**"OVERLAND CHINA MAIL"**  
which gives all the News there is —  
Both Local and Coastal

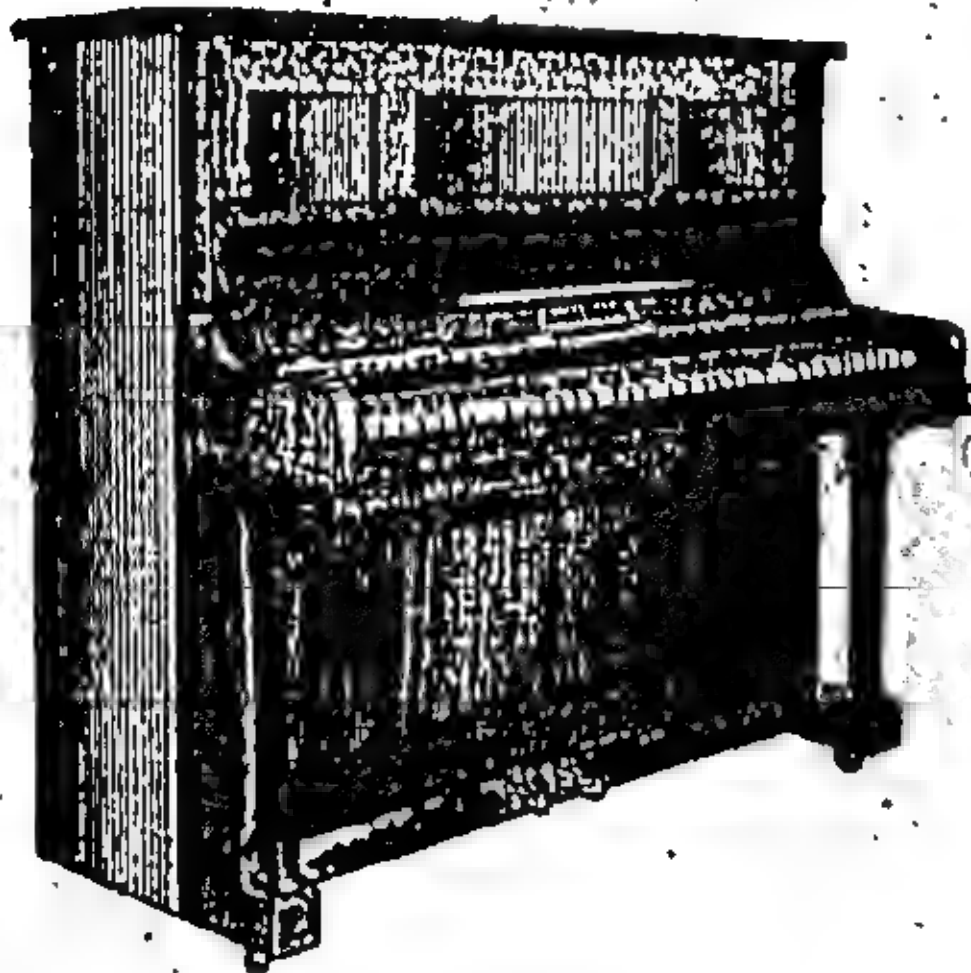
Better than One Hundred Letters  
SINGLE Copy ..... 25 Cents.  
Subscription for home (including postage).  
One Year, \$15; Six Months, \$7.50; Three Months \$3.75.



## GIFTS THAT WILL PLEASE

EVERY MEMBER OF THE FAMILY  
THIS CHRISTMAS.  
A NICE NEW PIANO

To Love  
Music  
Is a  
Commendable  
Thing



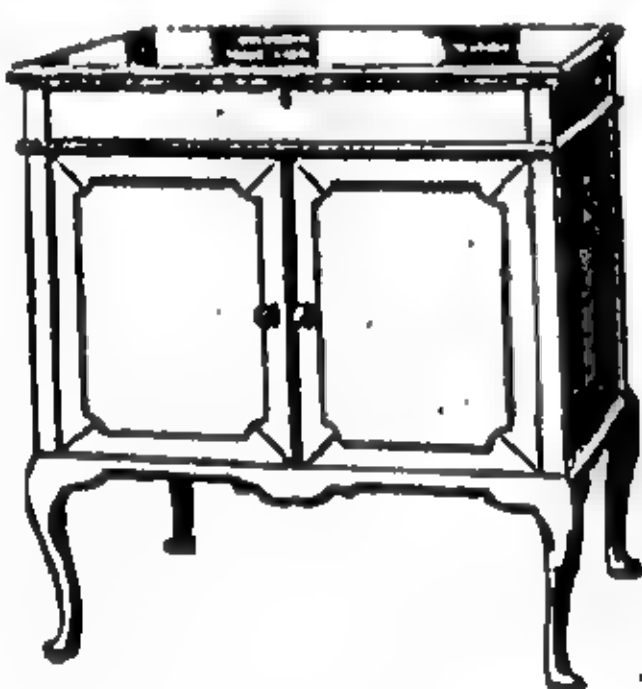
To Possess  
A Piano  
Is  
Evidence  
of  
Culture

GIVE US A CALL AND WE WILL ADVISE  
YOU IN SELECTION



## THE NEW VIVA-TONAL COLUMBIA HORIZONTAL GRAND

TRIPLE  
SPRING  
MOTOR



ALL  
FITTINGS  
NICKEL-PLATED

"LIKE LIFE ITSELF"

## A NEW CABINET MODEL

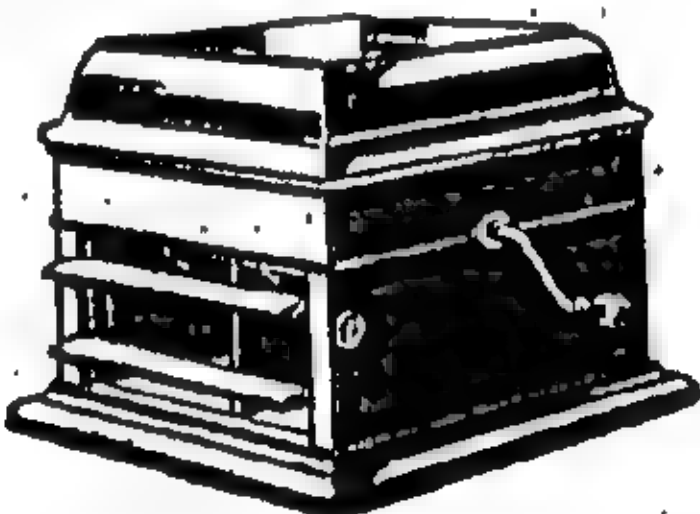
DOUBLE  
SPRING  
MOTOR



ALL FITTINGS  
NICKEL-PLATED

MEETING THE NEEDS OF THOSE DESIRING  
SOMETHING BETWEEN THE TABLE GRAND  
AND LARGE CABINET.

POPULAR.  
TABLE  
GRAND



DOUBLE  
SPRING  
MOTOR

IN 'OAK — IN MAHOGANY.

## THE PORTABLE THAT CHALLENGED THE WORLD

NEVER  
SUCH  
TONE

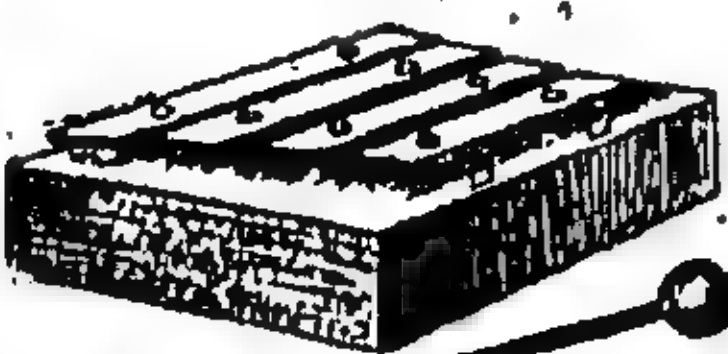


NEVER  
SUCH  
VALUE

IT WILL BE A PLEASURE TO DEMONSTRATE.

## MUSICAL DINNER CHIMES

IN  
MANDARIN  
RED



IN  
NILE  
GREEN

Every Chord Struck Upon The Chime Is A Pleasant  
Reminder of Your Generosity.

**Anderson Music Co., Ltd.**

## "THE GEISHA"

Improved Acting By  
Whole Company  
AN EXCELLENT SHOW

There was a crowded house at the Theatre-Royal on Friday night for what was almost the last performance, since the Geisha season is drawing to its close. We shall be sorry to say farewell to all those dear little Japanese girls. We rather agree with the officer of H.M.S. "Tide," who wanted to buy one to put on a bracket—just what is needed to brighten our dull quarters in damp and foggy weather! I should choose one of the sweet little things in crimson, who adorn the second act!

### In Top Form

Everyone was in top form last night, and a first-rate performance was the result. The music has been speeded up with good effect and encores are only permitted when the audience absolutely demand them.

Earlier on the week the show was still "in the making". The principals were all feeling their way, and the inexorable hand of Producer and Stage Manager could be felt. Now each character seems to have emerged from its chrysalis, taken wings, and expanded and developed.

### Stellar Rank

M. G. Marriott in the part of "Cunningham" is a case in point. What seemed an unimportant character has now emerged from the background and occupies Stellar Rank!

He and Miss Nellie Field have a great success with their concerted song (for it isn't quite a duet) and their most attractive and delightful dance had the distinction of winning the big encore of the first Act.

### Round of Applause

M. M. Maas has also developed a minor role, and now gets a round of applause all to himself when he mounts that little stool!

Among the successes of Act II the dance of the Geisha's stands out conspicuously. The graceful movements of the dancers, the vivid hues of the Kimonos and the gleam of fluttering fans, make a picture which will linger in the memory.

"Wun-hi" seems to have different "gags" every night. The new topical verse to "Chin Chin Chin" brought a roar of applause from the house; and his dance was the excuse for another thundering encore.

### The Last Performance

Just one more performance on Monday next will bring this successful season to a close. Come along everybody and don't miss it! If you haven't got a ticket hurry up, or you'll be too late to bid a last farewell to the deities of that "garden of glitter" in "Happy Japan".

### —Acwo.

**Auction of Costumes**  
After the final performance of "The Geisha" on Monday night an auction sale of the costumes used in the production will be held. Takemini will wield the hammer, while his clerk will be Wun-hi.

## MODERN MAGICIAN

Levante And His Weird  
Performance

### THRILLS AT "MAJESTIC"

Levante's second programme at the Majestic Theatre promises many novel features. It will comprise sleight-of-hand, tricks with borrowed rings, and a demonstration of "The Chinese Linking Rings," a trick made famous by Chung Ling Soo, a Chinese magician who was famous throughout the Continent. Levante will also duplicate the spirit scenes of The Davenport Bros. In this act, he will be tied to a chair, and whilst in this helpless condition, will cause bells to be rung, lambs to be thrown about, and many other weird phenomena will take place. Included in this programme will be an escape in full view of the audience from a Police straight jacket.

Miss Gladys Cole will present a novelty act of finger silhouettes, using her fingers to make shadows of birds and animals. She even succeeds in playing a shadow-pantomime.

These talented artists will give an extra matinee performance at 2.30 p.m. in addition to the 6.30, 7.20, and 9.20 p.m. shows, so that children may have an opportunity of seeing their varied items to-day.

### "The World at Her Feet"

The supporting picture for to-day and to-morrow will be "The World at Her Feet," starring Florence, Victor, the former Beauty of the screen. As the lady lawyer who forgets her husband while becoming immersed in legal ethics, the star is said to be more lovely than she has ever been.

Arnold Kent, handsome and accomplished Paramount leading man, plays the husband of Miss Victor in this delightful comedy. Margaret, Quilley, the former Beauty, William Austin, and Richard Tucker complete the balance of the cast.

The name of the New Territories Building & Agricultural Development Co., Ltd., has been struck off the register of companies.

## NEW ADVERTISEMENTS.

## FANLING HUNT FANLING HUNT



### STEEPLECHASE

## TO-DAY

### FIRST RACE

3 p.m.

Admission to Public Enclosure \$1.00  
(Soldiers & Sailors in uniform  
half-price)

Special train leaves Kowloon 1.50 p.m.

Returns 5.55 p.m.

First-class return fare including  
admission to Public Enclosure, \$2.00

Free Parking for Cars.

## G. R. PUBLIC AUCTION.

**PARTICULARS & CONDITIONS**  
of the Sale by Public Auction to be held on MONDAY, the 23rd day of December, 1929, at 11 a.m., at the Offices of the Public Works Department, by order of His Excellency the Governor, of one Lot of Crown Land at Mong Kok Tsiu, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal a Crown Rent to be fixed by the Governor of His Majesty the King, for one further term of 75 years.

Lot	Boundary Measurements	Area	No. of Acres	No. of Squares	No. of Rods	No. of Feet	No. of Inches	No. of Lines	No. of Points	No. of Bearings	No. of Distances	No. of Directions	No. of Surveys	No. of Plans	No. of Maps	No. of Documents	No. of Instruments	No. of Witnesses	No. of Signatures	No. of Seals	No. of Stamps	No. of Marks	No. of Symbols	No. of Characters	No. of Figures	No. of Letters	No. of Words	No. of Sentences	No. of Paragraphs	No. of Chapters	No. of Volumes	No. of Series	No. of Groups	No. of Classes	No. of Orders	No. of Methods	No. of Systems	No. of Techniques	No. of Procedures	No. of Processes	No. of Operations	No. of Functions	No. of Roles	No. of Responsibilities	No. of Duties	No. of Tasks	No. of Projects	No. of Programs	No. of Policies	No. of Strategies	No. of Tactics	No. of Techniques	No. of Procedures	No. of Processes	No. of Operations	No. of Functions	No. of Roles	No. of Responsibilities	No. of Duties	No. of Tasks	No. of Projects	No. of Programs	No. of Policies	No. of 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# AN ALL STAR Holiday Display

## QUEEN'S

### LAST 3 DAYS

#### The BROADWAY MELODY

THE SCREEN'S  
NEW MARVEL

100% TALKING  
SINGING DANCING  
Dramatic Sensation.

Story by Edmund  
L. Hart, Anthony  
H. Ross, and  
John H. Johnson  
Music by Victor  
Young, and  
Lyrics by  
Lester K. Born  
and  
Sammy Cahn

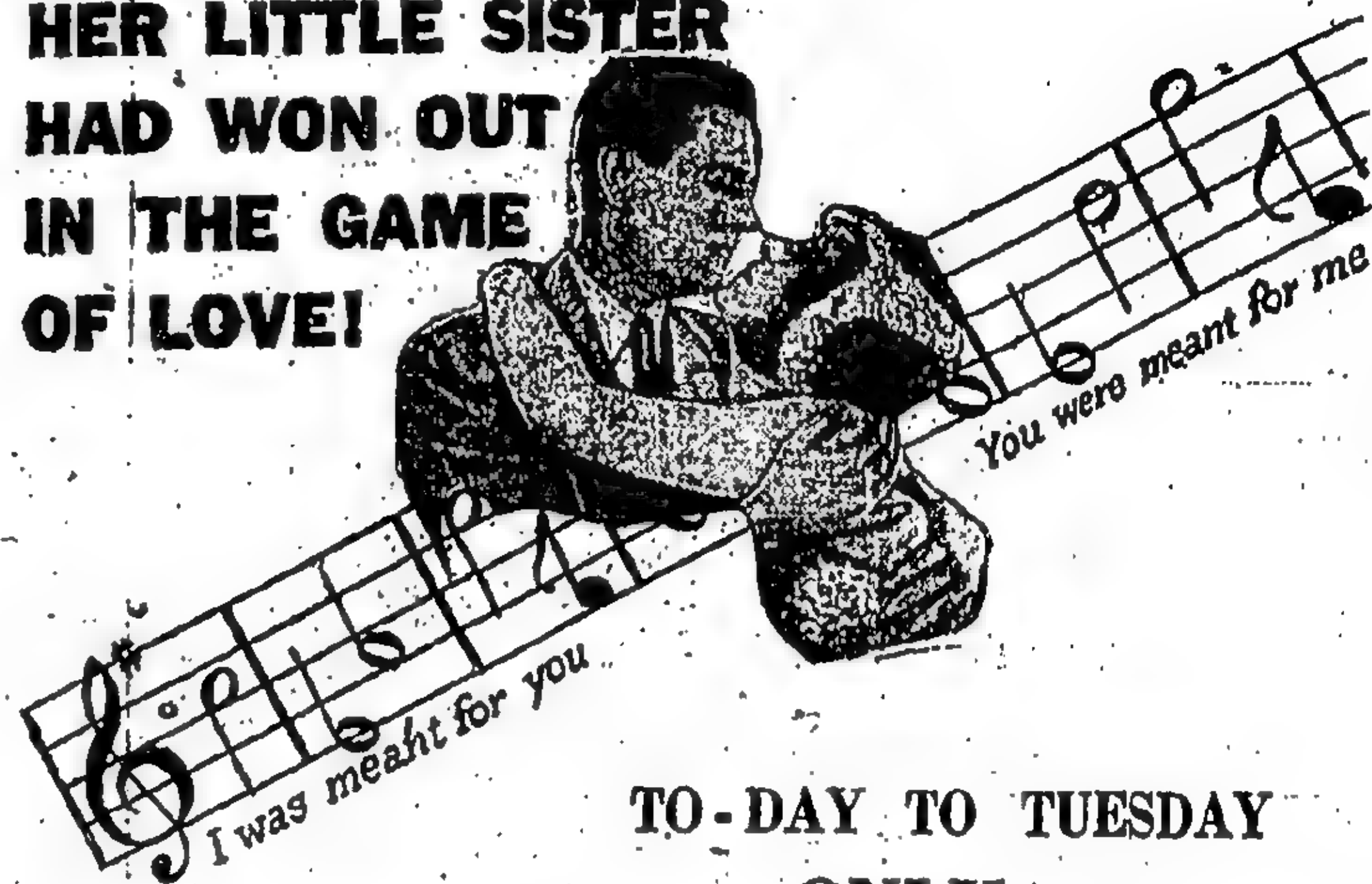
Directed by  
HARRY BEAUMONT

with  
CHARLES KING  
ANITA PAGE  
BESSIE LOVE

Better than a Broadway show!  
Spectacle! Music! Comedy! Melodrama!  
All the miracle of the mightiest  
dramatic and musical plays of New  
York's stage are woven into the  
World's Greatest Entertainment!



HER LITTLE SISTER  
HAD WON OUT  
IN THE GAME  
OF LOVE!



TO-DAY TO TUESDAY  
ONLY

AT 2.30, 5.15, 7.15 & 9.20



## VILMA BANKY in "THIS IS HEAVEN"

with James Hall

An ALFRED SANTELL  
production

PART — TALKING  
UNITED ARTISTS

PRODUCTION

YOU'LL SAY: "THIS IS HEAVEN"

WHEN YOU THRILL TO THIS GREAT TRIUMPH!

### WORLD

DAILY AT 2.30, 5.15, 7.15 & 9.20.

SUNDAY TO TUESDAY

ENTIRE  
HAROLD  
LLOYD  
PROGRAMME

"NOW OR NEVER"  
"HIS ROYAL HIGHNESS"  
"DUMPING ON BROADWAY"  
"GET OUT OF HERE UNDER"

WEDNESDAY AND THURSDAY

"THE  
NERVOUS  
WRECK"

A SIDE-SPLITTING COMEDY  
WITH

HARRISON FORD

FRIDAY AND SATURDAY

A LOVE STORY OF THE  
UNDERWORLD  
DOLORES

COSTELLO  
IN

"TENDERLOIN"

WITH

CONRAD NAGEL

SUNDAY AND MONDAY

BACK STAGE  
WITH  
THE FOLLIES GIRLS  
GLENN  
TRYON

IN  
"THE GATE

CRASHER"

TUESDAY AND WEDNESDAY

A LOVE STORY IN  
A GALE OF MIRTH

"SPITE  
MARRIAGE"

WITH

"BUSTER  
KEATON"

THURSDAY TO SATURDAY

THRILLING ROMANCE

JOHN  
GILBERT

IN

"DESERT  
NIGHTS"

### STAR

Daily At 5.30 & 9.20.

Special Matinees, Saturday & Sunday At 2.30.





London, Nov. 15.

The King and Queen have been to the theatre four times in nine days, and Drury Lane is going to have a pantomime after several years of intermission. So everything looks quite normal and cheery for the coming of the Christmas season, despite the fact that nobody has any money, at least not for the purpose of paying their debts, that the Government instead of abolishing the debt are going to increase it (which makes the income tax payer groan), and that the cocktail habit is steadily diminishing. With a mixed grill like this, the best thing to do is of course to allow oneself to break in occasionally.

The dinner to the V.C.'s quite overshadowed the Lord Mayor's banquet at the Guildhall, and the Prince of Wales who is extraordinarily happy in his public utterances coined the phrase, "The Most Envyable Order of the Victoria Cross" which is certainly likely to remain. It was a wonderful gathering of 200 guests, and happily the dinner will not be spoiled by a formal repetition each year. It will probably be four or five years before another dinner is held.

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The Public School spirit is a thing which grows up with one. It has been defined as being content in itself, but somewhat discontent in the fact that it is not the only school of its kind or its kind of school. This is rather too serious a view of the business. The Commission which is at present enquiring into the Civil Service has been told that the really clever boys from the Public School or the university in London go into the Civil Service, and it is a great thing that the Civil Service is so well run and so secure. If they

have means they go to the bar, if they have influential relatives they go into the City, but the Civil Service, even the Indian Service, is said to attract only those who want to play for safety.

A somewhat curious result of the public school spirit, the basis of which is usually believed to be playing the game, even when it means taking risks. Surely there is as much element of risk and adventure in joining the I.C.S. at present as any intelligent graduate of our universities could wish for; and in addition it calls for the very best qualities of fact and appreciation of others which cannot be detected in an ordinary examination.

In a letter to Mr. Baldwin the Premier has explained that although the Secretary for State did not say so in the House of Commons, the Viceroy's declaration does not really alter the spirit of the Montagu declaration of August 1917. It merely means that the declaration still holds good, and it is easy to imagine that the Viceroy thought it necessary to make this statement clear, as some recent speeches would suggest that it was the intention of the speakers to go back on that announcement if they had a chance.

Of course in their articles in the "Daily Mail" Lord Sydenham of Compton, Sir Michael O'Dwyer and Sir Ronald Cradock do not suggest that they wish to go back to the Montagu declaration. Their sense of responsibility is too great, but obviously they are unwilling to go any further in supporting the declaration. In the Privy Council the change in the Central Administration of India has been said before. The whole business is somewhat of a storm in a tea cup, but the political capital which was sought to be made of it has not been developed, and the "Daily Mail" is now turning its attention to Bolshevik plots in South Africa.

Murderers and mysteries still enthral us, and we are consequently very annoyed to find that the discovery of the charred bones of a woman in a suit case left on a bus, was apparently merely a piece of private spite to get somebody into trouble. This is not playing fair by the public, who expect that once a murder mystery has been started it will be pursued until somebody is hanged for it. To find that it is merely a glorified hoax is really very annoying, and journalists who are concerned in keeping the public for ever on tenterhooks would feel quite happy if the hoaxer who is said to be a woman herself could be brought to justice.

It is strange to find that, eleven years after the War had ended, War plays, War books and War films are more popular than ever. The MSS of "Journey's End" has just been sold for \$15,000 for the benefit of the League of Nations Union, and is to become a National possession. The King and Queen have been to the play which has been published in serial form in an evening newspaper.

The best sellers of the year are "All Quiet on the Western Front" and "Sergeant Grisham," both translations from the German. As somebody has said the reason why we are getting the best war stuff from the Germans is probably because they have suffered the most of all, and it is suffering which makes a man or a nation think.

Westward the course of Empire takes its way, and this is also true of business, for there has been a steady movement westward from the City.

It began more or less when Kingsway became available for large office buildings, and now the Shell combine are buying the City. Cecil and are going to make of it a great office building. The Cecil was one of Jabez Balfour's speculations which landed him in gaol, and ruined thousands of people, but like his other enterprises, "Whitehall Court and the Hyde Park Hotel," it has come to success. Jabez Balfour in fact had the right ideas for the development of London, but was not only ten or twenty years ahead of his time but went the wrong way about financing these efforts. Hence the penal servitude.

The original shareholders were frozen out, and the capital on which dividends are being paid is much less than was put in to any one of

## VACCINATION

St. John Ambulance Brigade

## WEEKLY RETURNS

The weekly vaccination return of the St. John Ambulance Brigade shows that the number of persons vaccinated—free of charge—by members of the Ambulance Brigade, up to and including Thursday, December 19 is:—

Chinese Y.M.C.A. Division	6,747
King's College Division (Old)	3,411
Railway Division	1,281
Indian Division	1,103
Kowloon Division	16,005
Mongkok Division	37,028
Shaokwan Division	4,175
Motor Drivers' Association	
Division	1,917
Chinese Athletic Division	6,719
Un Long	469
Victoria Nursing Division	141
Y.W.C.A. Nursing Division	148
Total	80,298

these enterprises. The Cecil has always been a very popular hotel with Americans, and business people from the north of England; and as the Grand Hotel in Northumberland Avenue has recently been turned into an office building as well, and the demands on hotel accommodation continue to increase it looks as if there is scope for more hotels in London. The Canadian Pacific Railway have a plan for an 800-bedroom hotel, which would relieve some of the congestion.

So far as is at present known the restaurant portion of the Hotel Cecil will be continued, although there has been a great increase in the number and area of restaurants in late years. In fact the troubles through which these famous houses in Regent Street, the Safe Royal and Verrey's Restaurant, are now passing are due to the great competition in restaurant business quite apart from any hotel connection. There has been a large number of restaurants opened, many of which are run on being exclusive and high priced, while at the other end of the scale there is a great development of the Lyons Corner House business, which is very far from being either exclusive or expensive.



The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 355 and 49 metres:—

9.55 a.m.—Morning Service relayed from St. Joseph's R.C. Church, Garden Road.  
10.15 a.m.—Holy Mass.  
(a) Kyrie (L. Perosi).  
(b) Sermon: "Restoring the Balance" by Rev. Father P. Joy, S.J.  
(c) Offertory: Alma Redemptoris Mater.  
(d) Sanctus, Benedictus and Agnus Dei (L. Perosi).  
2.—Benediction of the Blessed Sacrament.  
11 a.m. (Approx.)—1 p.m.—Chinese Programme.

1.45 p.m.—Weather Report.  
7.45 p.m.—Weather Report.  
9 p.m.—Evening Programme of Columbia Records supplied by courtesy of Messrs. Anderson, "Foot and Puppet"—Overture, Parts 1 & 2 (Von Suppe).  
The Regimental Band of H.M. Grenadier Guards.  
"Wagneria (Alts from Wagner)" (Doubt).  
"Chopiniana (Alts from Chopin)" Piano Solo by Clement Doucet.  
"Classical"—Selection, Parts 1 & 2 (Arr. Ewing).  
J. H. Squire Celeste Octet.  
"The Wedding of the Painted Doll" (Fred & Brown).  
"The New Moon"—Lover, come back to me!  
(Hammerstein & Romberg).  
Layton & Johnstone.  
"La Serenata (Angel's Serenade)" (Braga).  
"Serenade" (Titi).  
J. H. Squire Celeste Octet.  
"Lennin" (N. E. Wright & T. C. Stearns-Bennett).  
"Hoin" (Jackson & Richards).  
Harold Williams with the Orchestra, Burlington.  
"H. Bulo" (Arditi).  
"Softly awakes my heart, from 'Samson and Delilah'" (Saint-Saens).  
The Regimental Band of H.M. Grenadier Guards.  
"La Campanella" (Part 1 & 2) (Liszt).  
Mischia Levitzki.  
"Mignone"—Selection, Parts 1 & 2 (Thomas).  
New Queen's Hall Light Orchestra.  
"Music that was in the night" (Dovegillow & Stephenson).  
"Vale" (L. Arcey & Maxwell).  
Madame Clara Serena with Piano.  
"The Student Prince"—Vocal Gems.

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(J. L. Molloy).  
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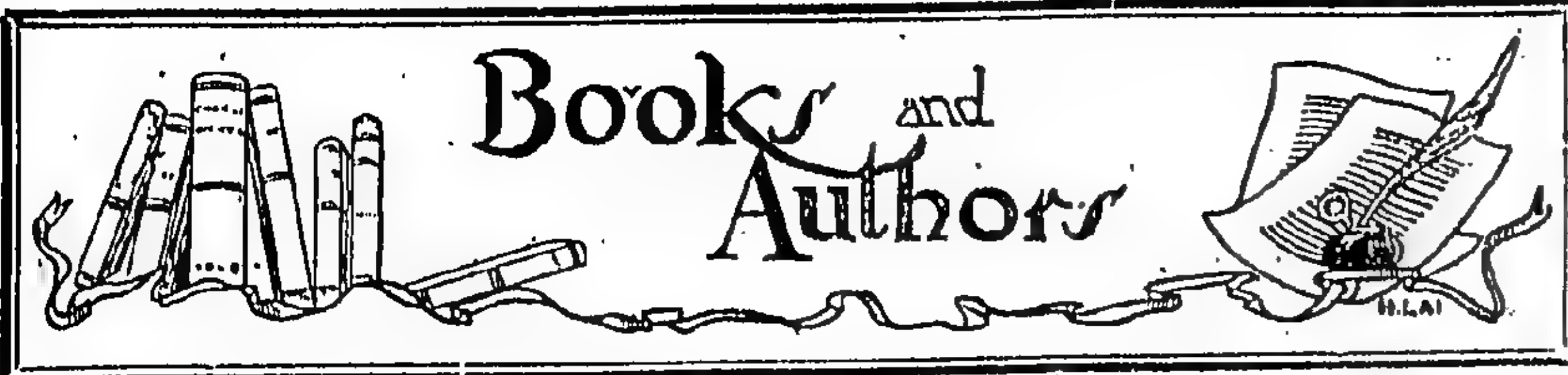
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## CHINA YEAR BOOK

### An Almost Unique Repository

#### HIGH STANDARD MAINTAINED

This year's "The China Year Book, 1929-30," is really double quantity in that events of nearly two years are expertly dealt with. As to the high standard of this gigantic publication, even so competent an authority as the former U. S. Minister to China, Mr. J. V. A. MacMurray, pays a tribute:—

"...The 'Year Book' is the contemporary exception to the general rule that there is no such thing as an ascertainable fact in China or in regard to China. It is indeed the almost unique repository of that concrete information without a knowledge of which we can none of us pre-

tend to be more than flaneurs as regards actual conditions in China."

No one can envy the task which the Editor, Mr. H. G. W. Woodhead, C.B.E. (who also edits the "Peking and Tientsin Times"), carries out so well. For the greater part of the 'Year Book' has been completely re-written and brought up to date. What with the lack of assistance from official sources and the rapidly changing situation during the past twelve months, there must have been unusual difficulties.

A great deal of information is given about the Central Bank of China, the note-issue of which has formed the basis of exciting speculation in Hong Kong. Financially, it will be able to read all about an interesting topic here.

The chapter on river conservancy and harbour works has been completely revised; thereby providing abundant data for the ship-

ping community. As considerable space has been devoted to the new scheme of railway construction, much can be learned also about communications on land.

#### "China Mail" Quoted

Shipping occupies a prominent place and the history of piracy in China is brought up to date. Incidentally, prominence is given to an article in the "China Mail," which disclosed many secrets about piracy, and this has been reproduced in full.

Those who wish to delve into the work of missions and medical missionary services will find that the subject has been appropriately dealt with.

Manufacturers in Europe and America, and their agents here, will do well to study carefully the chapter on trade marks and regulations. Furthermore, the new Chinese Import tariff, with index, has been included in full. Merchants are certain to find this very handy for reference and for comparison.

Lawyers might do worse than read up the chapter on Public Justice because the old and new laws are set down together with material concerning the judicial system, courts and prisons.

#### Aviation

A sign of the times is the useful addition of "aviation" as one of the sub-heads under Communications.

Of general interest, there is a wealth of reading matter for the enlightenment of those who desire to become acquainted with things Chinese. Much will assist the average reader of the daily papers in comprehending the situation. Among the most important might be mentioned the following:—

China's International Problems, including the text of all new Treaties concluded between the National Government and the Powers.

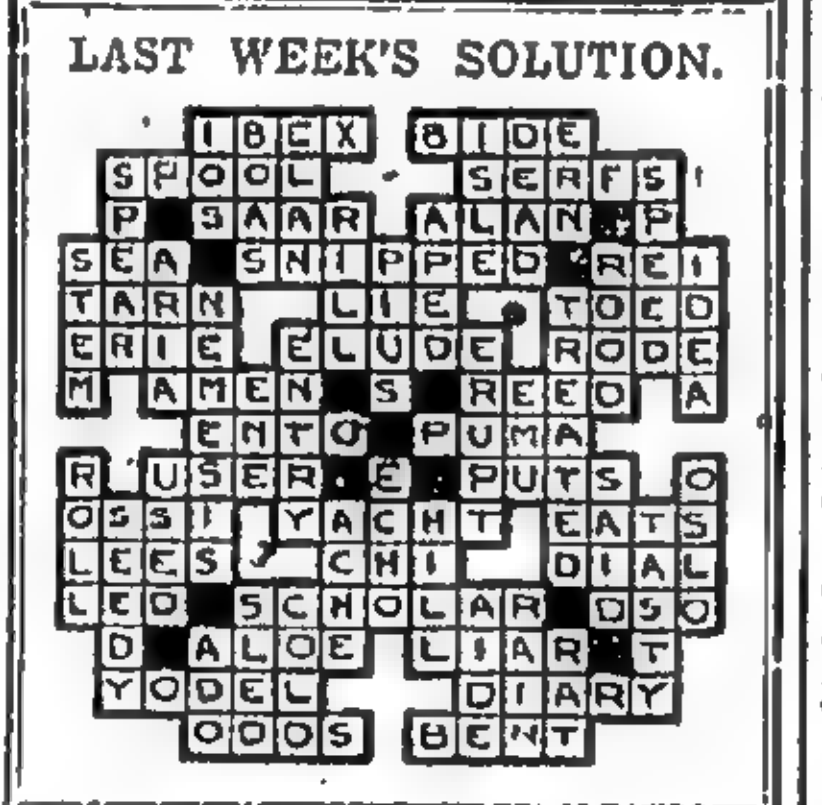
Documents relating to the Nanking Outrage, the Kellogg Pact, the Tientsin Incident, the Shanghai Provisional Court, Extraterritoriality.

The present Chinese system of Government.

The Kuomintang (i.e., Nationalist Party).

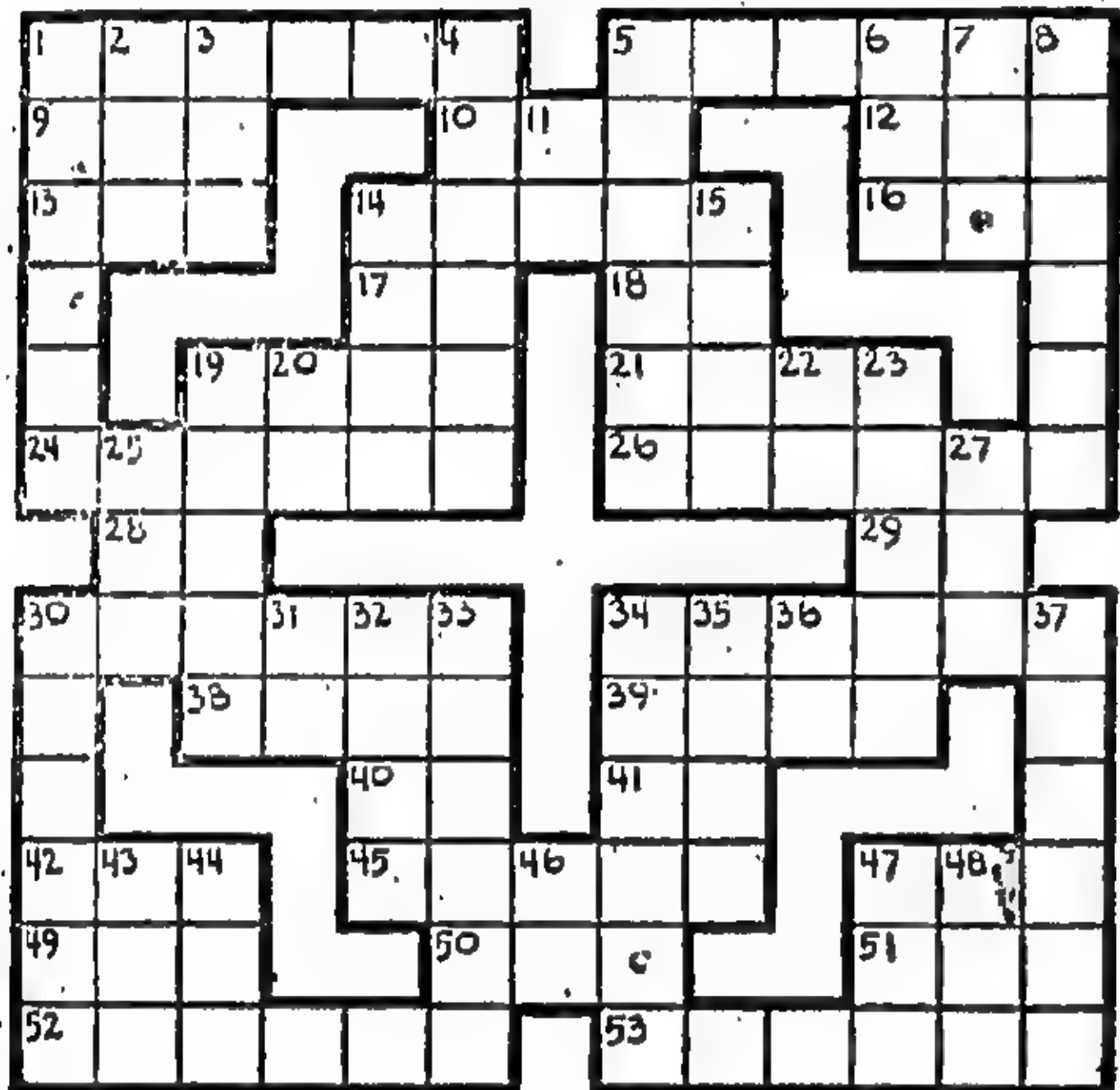
"Who's Who," being a series of biographies of several hundred people prominent now and before, with many current additions.

The Chinese Eastern Railway dispute with Russia.



## OUR CROSS-WORD PUZZLE

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, phow, and altho.)



- |   |                                |                             |
|---|--------------------------------|-----------------------------|
| <b>HORIZONTAL</b>   | <b>HORIZONTAL (Cont.)</b>      | <b>VERTICAL (Cont.)</b>     |
| 1-A veranda   | 41-Allowing that               | 15-A noted English          |
| 5-Land surrounded by water                                | 42-A great Spanish hero        | 16-A fall flower            |
| 8-Decay   | 43-Favored                     | 20-Greek letter P.          |
| 10-Distant  | 47-Cry of the sheep            | 22-Mother                   |
| 12-A desert   | 49-An American Indian          | 23-An American Confederate  |
| 13-Single   | 50-A Hebrew high priest        | 25-General                  |
| 14-Sprightly  | 51-A unit of work and energy   | 26-The head, as of wheat    |
| 16-A fairy  | 52-Gleomy                      | 27-Conclusion               |
| 17-A river in N. Italy                                    | 53-French for saint (Feminine) | 30-A spring flower          |
| 18-Pronoun  |                                | 31-Each (abbr.)             |
| 19-Chief town of Samoan Islands                           | <b>VERTICAL</b>                | 32-Dull                     |
| 21-A cape in Alaska                                       | 1-Demonstrated                 | 33-A person who hunts seals |
| 24-To forbear   | 2-An electrified particle      | 34-A critical moment        |
| 25-Bit repeatedly   | 3-Consumed                     | 35-Weight                   |
| 28-Upon   | 4-Floating                     | 36-Id est (abbr.)           |
| 29-Half an em   | 5-An American author           | 37-To obtain by promise     |
| 30-Bellows  | 6-Mimic                        | 43-A Japanese statesman     |
| 34-A youth of gentle blood, as in training for knighthood | 7-Nothing                      | 44-Democrat (abbr.)         |
| 35-Scarcely   | 8-To protect                   | 45-The (Spanish)            |
| 39-A wooden spoon   | 11-Three-toed sloth            | 46-Short for Benjamin       |
| 42-Associate of Arts (abbr.)                              | 14-Egyptian sacred bull        | 48-A branch of learning     |

## THE SLAZINGER TENNIS BALL

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**Authoritative Work**  
It need hardly be added, in conclusion, that this work is exhaustive and authoritative. Mr. Woodhead suggests that there may be shortcomings but a prediction is ventured thereon, in Hong Kong at least, that his result cannot be surpassed. The 'Year Book' has come to stay and it has shown continued signs of vigorous progress. It is confidently recommended to all, even if they have only superficial interest in China.

["The China Year Book, 1929-30," Edited by H. G. W. Woodhead, C.B.E., Tientsin Press, Ltd., Tientsin, \$15.]

## "HOT CHESTNUTS"

### An Excellent Mine Of Humour

"Hot Chestnuts 1929" by "Castanarius" and drawings by T. C. Black; published by Cecil Palmer, 49 Chandos Street, London, W. C. 2.; price 2/6 net.

Ever since Man evolved from the Monkey ... and probably long before that ... he has told stories. One may guess that he did not wait for the coming of tobacco to tell smoking-room stories. Also that in 10,000 B.C. he knew most of those which we tell as "the latest" to-day. Be that as it may, the author believes that many of these stories are worthy of a less ephemeral fate than that of "entry at one ear and exit at the other;" and in that belief he has endeavoured to enshrine them in the more permanent form of verse; which seems to him the medium needed to express their full value.

The majority of these "Hot Chestnuts" are new, or at any rate put in a new way. Moses and Sandy form a good part of the stage play of jokes. The drawings are very good indeed and in themselves create much laughter.

Many of them, the reviewer dare not send for print in a daily newspaper of such a high reputation as the "China Mail," but two of the mild ones may be quoted, to give the reader some idea of the great feast of good things that are in store for them:—

**"His Monnay-Box"**  
Reuben:  
"Vot's dot you say, Ike Rosenthal? You gif your lectle Mo A shilling every week? Mein Gott! Dot iss a lot of monnay, dot. At your year old or so."

Ike:  
"Jas, jes, mein friend, vo know it iss. But you mos bear in mind. Dot monnay is not down away. Ve gif it him on Saturday; And in a week ve find He has it still. He refer part. So ven do time hasa gom to start De gas-meter again .... You zee? you zee? De lectle fox, He tink it is his monnay-box; And ve? Ve not complain."

**Doris**  
Miss Primcott came last Saturday. An governess to Doris Grey. Of whom you've heard before. And on the Sunday, by some chance, They heard in church the life-romance Of Solomon ... his score. Of seven hundred wives, and then Three hundred something else. Well, when Our Doris heard this read, She reached up to Miss Primcott's ear, And whispered, very loud and clear, "My! What a crowd in bed!"

Most of the really spicy ones are too long to reproduce here, but the reader will miss some most enjoyable reading if he does not purchase this excellent little book.

## WARWICK REVUE

### Popular Entertainers' Return

When a Company returns to the same place again and again, it may be said that it has confidence in its popularity with the inhabitants. This is certainly the case with the Warwick Revue Company, which gave a delightful first-night performance at the Star Theatre on Friday night. The attendance was not excessive, but it was undeniably appreciative, and several numbers were enthusiastically endorsed.

Local audiences will never tire of that arch-comedian, Mr. Rex Burchell, at whose "inconsequentialities" it is impossible not to laugh. His confidential "patter" and whimsical personality have no rivals.

Barbara Wenle and Guy Lathom are an admirable pair, whether their duets be of song or dance, comedy or romance, whilst Miss Enid Nicholson, who sings with grace and charm old-fashioned or sentimental ballads, is refreshing after the sophisticated songs that are now all too popular. Silwyn Driver, Miss Gladys Volla, and Mr. Robert Poole (who has a rich baritone voice) unto their talents to make this show a great success. There will be performances to-night and on Sunday night.

## SANITARY BOARD

### Business for Fortnightly Meeting

The orders of the day for the meeting of the Sanitary Board on Monday at 4 p.m. include the following:—

Minute by the President relative to the proposed appointment of Mr. M. K. Lo, to be a member of the Committee for the Colonial Cemetery.

Minute by the President relative to the publication of the coloured posters.

Minute by the President relative to the proposed amendment of the Cemeteries By-laws.

Memorandum by the President on the Shek Tong Tsui Market Stalls.

## UNIVERSITY COURT

The following have been re-appointed for three years to serve as members of the Court of the University of Hong Kong:—Mr. Chau Yue-ting, Mr. A. H. Crook, Mr. K. E. Greig, Mr. Li Yau-leun, C.B.E., Mr. Li Yik-mul, Mr. Lo Chung-kue, Mr. J. Hennessy Beth, Mr. Wong Kam-fuk, Mr. Wong Kwong-lai, and as representing grant-in-aid schools, the Rt. Rev. O. R. Duppuy (Bishop of Victoria), Rt. Rev. Bishop Henry Valtorta, and Mr. W. L. Patten.

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## OUR WEEKLY SERMON

The Hellenic Contribution To Christianity

MODERN CHURCHMAN'S VIEWS

[By R. B. Tollington, D.D., Canon of Chelmsford, Author of  
Alexandria, etc.]

(Continued from December 15.)

But undoubtedly, the change from Galilee has been great. Interest has shifted from conduct to belief. Instead of a kingdom of God very near and very real, we find abstract principles, a remote prospect of the beatific vision, and God so far exalted above sense and time that it is difficult to relate Him to His word. We have passed, as Hatch says, from a world of Syrian peasants to a world of Greek philosophers. The interest of the educated section of the Christian society was now for succeeding centuries centred in such subjects as the doctrine of the Logos, the relations of the first and second Persons in the Trinity, the procession of the Holy Spirit, astrology, human freedom, how to reconcile divine goodness with divine justice, how to interpret the Church's sacred books, how to answer the dualists, what to include, what to exclude, in a Canon or a Creed. Questions are followed up into their metaphysical implications. There is a passion for definition and for the formulation of doctrine. For thoughtful people there were few rival interests. Politics offered little scope. The area of science, as we understand the term, was very limited. Literature was decadent. Philosophy, outside the Church, had reached its term in Neo-platonism. So the educated world had leisure to be theological. If the Hebrew in large measure supplied the material, the method and criteria were purely Greek.

**Influence of Hellenism**  
Such, in very general terms, was the character of the early influence of Hellenism upon the Christian Church. The Programme of our Conference describes it as a "contribution." Before we accept the term, there rises a prior question. Gain and loss are involved in every such amalgamation. Did the Church, on the whole, gain or lose by this assimilation? Did Christianity exploit Hellenism? Or did Hellenism capture Christianity? It must probably be admitted that what we find in the New Testament is in the main religion, but that what we find in the age of the Fathers and the Councils is theology. It is their sense of this change which makes both Hatch and Harnack tell the story of its phases with a certain accent of regret. Hatch writes:

"It is possible to urge—that Christianity, which grew on a soil whereon metaphysics never thrived, which won its first victories over the world by the simple moral force of the Sermon on the Mount, and by the sublime influence of the life and death of Jesus Christ, may throw off Hellenism and be none the loser, but rather stand out again before the world in the uncoloured majesty of the Gospels."

**Original Enthusiasm**  
Harnack's position, if I rightly understand it, is more qualified. He admits the loss. The original enthusiasm of Christianity evaporated. The Church had to pay a high price for maintaining its position. "The union of the Christian religion with a definite historical phase of human knowledge and culture may be lamented in the interest of the Christian religion, which was thereby secularised." On the other hand, he allows that, the world being as it was, the gain predominates. We are not to regret this secularisation, as absolutely everything that we

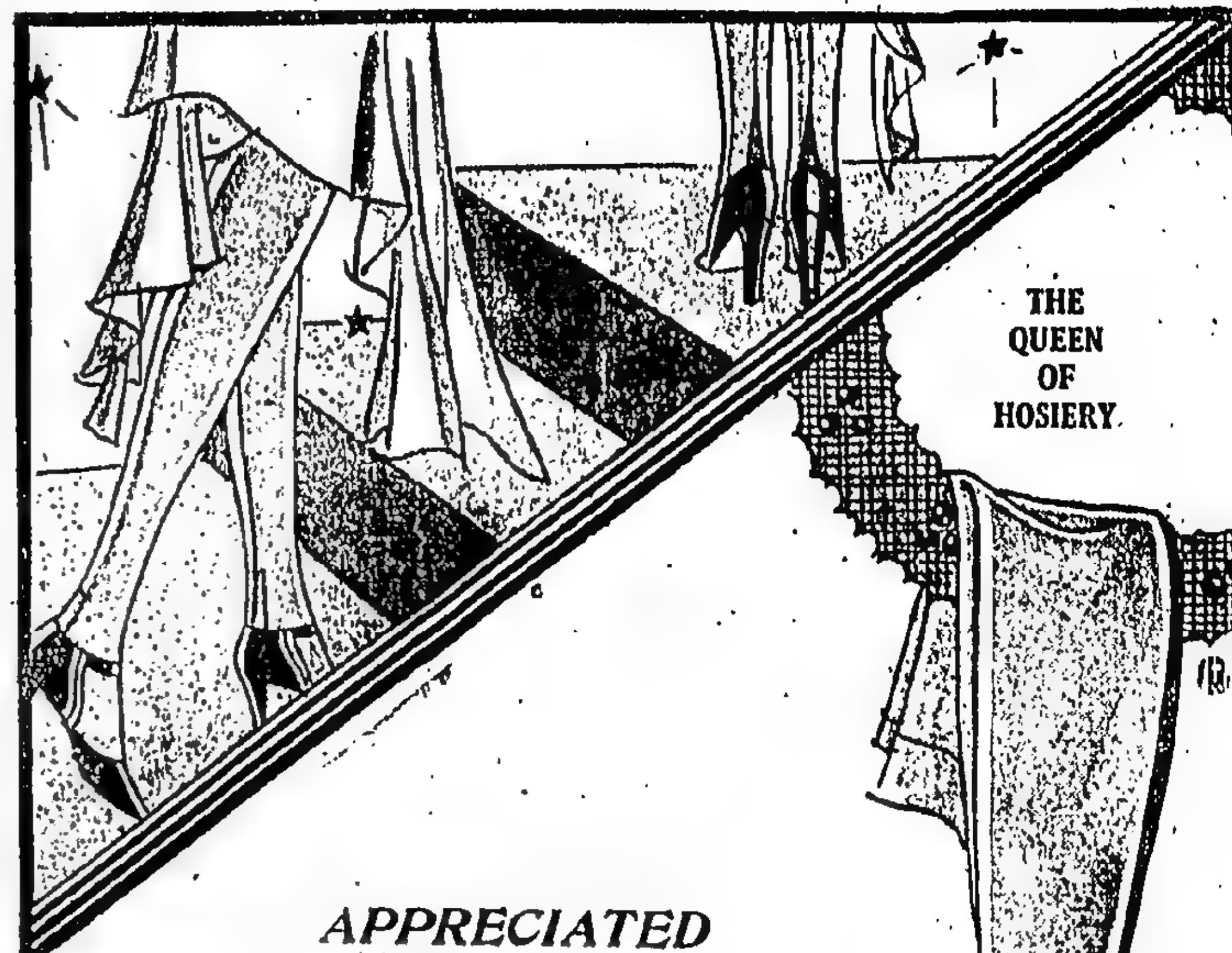
### RELIEFS FOR CHINA

It is officially announced that H.M.S. "Vindictive" will leave Home about the end of February with relief crews for British gunboats on the Yangtze River, and for H.M.S. "Tamar," "Petersfield," and "Iroquois."

have and value is due to the alliance that Christianity and antiquity concluded in such a way that neither was able to prevail over the other. The same view finds even more assured expression in Edward Caird's *Evolution of Religion*. "The development of a religious idea," he writes, "seems to involve the gradual loss of it in the medium which it seeks to penetrate, and it is only when we look to the end that we can see that such loss is instrumental to a higher gain." In such company we may stand by our title and speak of the Hellenic contribution. There is such a thing as the love of the mind for God; for this Hellenism provided a medium and a way. It was no small service to re-establish the great Hebrew truth of monotheism upon a reasoned and philosophic basis. The doctrine of the Logos was in its own time an important and far-reaching concept, and its association with the historic person of Jesus of Nazareth enabled Origen to develop his thought of the many offices of the divine Word. There is a whole store of religious value in his conception of the manifold Christ. Also, given the doctrine of the Trinity, it is not easy to overrate the importance of the same great master's theory of Eternal Generation. Clement's Gnosticism, more akin to the wise man of Stoicism than to the mediaeval saint, comes as near as any type I know to the Christian gentleman. The Alexandrian idea of punishment, Platonic in origin, regarding penalties as remedial in purpose and never as vindictive, is one it does not shock us to accept. It is a pity the Church ever forgot that fire, symbolically, is an agent of purification, not an instrument of torture.

**The Athanasian Creed**  
Or take the Athanasian Creed. If we omit the damnatory clauses, which are no integral part of its structure and only correspond to the anathemas which were the sanction of every creed, and also, if we estimate it historically, setting it in its own age, which was different from our later days, then will it not be out of place to pay our tribute of unreluctant homage to this splendid Christian hymn. All these things—and the list might be made indefinitely longer—are real contributions, assets of religious thought which merit abundant acknowledgment. We can never say what might have been, but, given the conditions as they were, it is difficult to see how a purely Galilean Christianity could have spread or been perpetuated. The greater was the Church's gain when Christian teachers added to her store truths and ideas which went back to Pythagoras and to Plato, to Zeno and Chrysippus, or taught lessons which would not have sounded altogether alien to such men of the time as Seneca, Marcus Aurelius, Galen, Epictetus, Dio Chrysostom or Maximus of Tyre.

**Ideas Alone Counted**  
On one other point a word should be said before we leave the early centuries. Hellenic influence tended to make Christianity abstract, universal, theoretical, systematic. Plato was the greatest of the Greeks, and Platonism had never accorded much importance to the concrete and the particular. Events were of little account; ideas alone had value. The inevitable outcome of this tendency was the depreciation and neglect of history. It is notable that the pagan school of Alexandria produced admirable literary critics, acute mathematicians, the most competent physicians and surgeons of their time, but no historians of any account. Practically this university had no faculty of history. There is a similar deficiency or omission in Hellenic



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Christianity, most completely in the Gnostics, who abandoned history altogether. Even when Heracleon deals with the narrative element in the Fourth Gospel, he cares nothing for the events; they are mere symbols, devoid of intrinsic interest, indicating abstract verities. The only history in which the Gnostics took any interest was the pre-mundane one, if such a contradiction in terms may be allowed. They taught, for example, a pre-mundane Fall, a theory seriously revived in recent Dampton Lectures, interesting, even if it be difficult of acceptance in our age of scientific evidence.

[To Be Continued]



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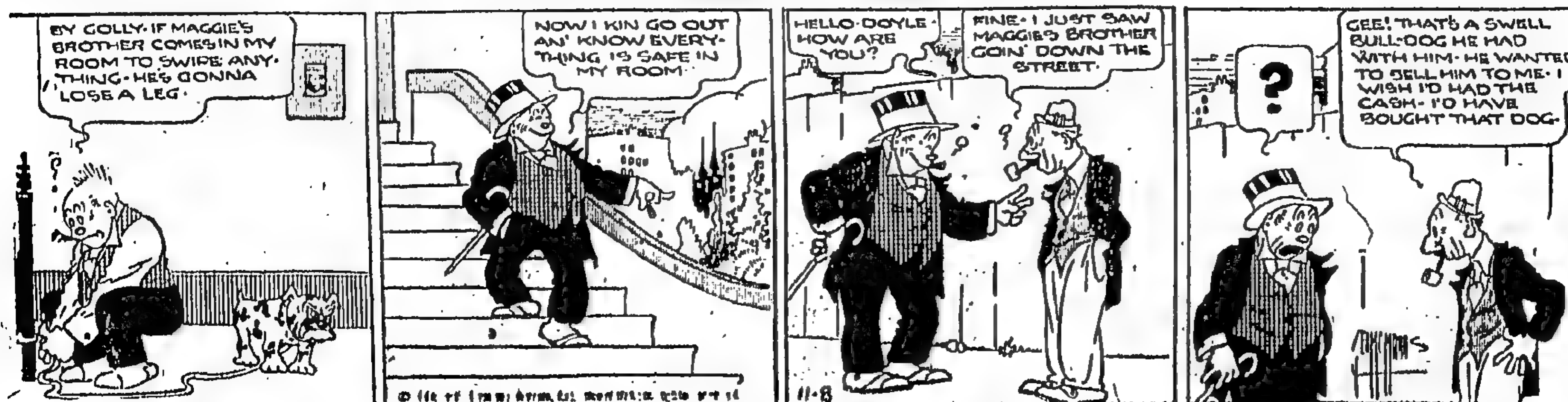
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## RUGBY MATCH

**H.M.S. "Cornwall" Beat  
Hong Kong By 5 Points**

### "A GREAT GAME"

Fortunes fluctuated with a vengeance when the Hong Kong Football Club (rugby section) met H.M.S. "Cornwall" for the second time this season, at Happy Valley yesterday—the ground not being required for Saturday soccer after four o'clock—and the cruiser's XV repeated their victory in what was popularly voted to be one of the best games in Hong Kong for some considerable time, not even excluding the Hong Kong v. Shanghai Interport match last season.

"Cornwall" dominated the first half but the Club's scrums, after "lemons," were full of vim. One such succeeded but the sailors, roused by this reverse, took full toll of blunders on the part of the civilians, scored and took the lead, and then clinched the issue, ultimately winning by eight points to three. The teams in this veritable "needle" match were:—

H.K.F.C. (rugby section):—  
R. J. Grievoy, L. Goldman, M. D. Scott, G. A. L. Plummer, G. P. Lammer, J. D. H. Hutchison, J. L. Bonnar, F. R. Burch, A. D. Sutcliffe, D. L. Milne-Day, T. Riddell, E. R. West, W. E. Peers, J. A. E. Kendrew, B. F. Massey (captain).

H.M.S. "Cornwall":—A. B. Webb, M. Mackay, M. Boylan, Midshipman Buckley, Midshipman Biloe, St. Sayers, St. Davies, St. Roach, Ldg. St. Morgan, E.R.A. Lord, Midshipman Griffiths, Lt. Maclean (captain), A.B. Knott, M. Smith, Lt. Archdall, R.M.

Referee:—H. L. F. Ewin.

### A Soft Turf

A cross wind blew towards the covered stand and the ground was rather soft after the previous rain. The turf did not harden rapidly in the drying wind as has happened before, so that conditions were better than they were at the first meeting of these two teams.

Although Grievoy played a Trojan's game he was slightly at fault at an early stage and "Cornwall" missed a chance to score. Plummer relieved pressure by a fine kick to touch. Morgan was dangerous but Plummer proved the stumbling block, being hemmed in for nearly 10 minutes. The Club's movement, however, lacked cohesion. Boylan shone in "Cornwall's" three-quarter line and made ground. The second of two opportunities on the left saw Biloe in the limelight, but his effort came to naught.

### Fine Touch Kick

Playing with his usual confidence, Lammer made a little headway. Then Goldman took a kick for Club but just failed. Just when the "Cornwall" pack was in full cry again, Goldman brought off a fine kick to touch. The same player was in the right place immediately afterwards to stop Buckley, who was very smart at this stage.

Thanks to their forwards' superiority in the scrums, "Cornwall's" backs were getting most of the ball and they gave the Club defender an anxious time. The Club seldom threatened. When they did once, Webb gave a taste of his best by very steadily handling and kicking, the latter delighting the Naval spectators in the stand. When Goldman got going on the right, Webb showed sound positional play and saved by sending far up into touch.

The grand pace was maintained. No quarter was given but neither side offered any sacrifice of cleverness on the altar of boisterousness, which made the game all the better and kept the standard of play very high.

"Cornwall's" attacks came in waves at this period and a score appeared imminent. A round of passing began in the centre and went to the right, where Mackay was brought down in the nick of time. A scrum followed, which prevented the Club's supporters from being able to sit down and then Lammer brought off a piece of great defensive work just before half time.

A different complexion was put on the game after the change of ends. The Club had more of the play although their backs got little change out of the scrums. There was no opportunity for footwork in the loose. Plummer intercepted a pass nicely and the ball travelled along out to Goldman who was well tackled.

Buckley had an opportunist chance for "Cornwall" but Grievoy tackled to good purpose and Lammer relieved.

### Doing the Trick

Plummer almost broke through in the centre after beating several opponents. A few seconds later, Lammer looked like doing the trick. Then one of the Club XV mis-handled and that nearly let "Cornwall" through, had it not been for Goldman stopping a forward rush.

The Club's forwards showed considerable improvement hereabouts, even though they were still second best in the scrums. "Cornwall's" halves did all that was expected of them and the advantage to them in this department made the difference. Combining well, the Club got going again after Boylan had been brought down to end one of several passing bouts by the "Cornwall" backs.

### Club's Only Try

Bonnar saved smartly and then the Club scored its only try. Hutchison secured possession and the ball was passed with machine-like precision to the right for Goldman to cross the "Cornwall's" line. Goldman failed to add the two points through the wind carrying the leather just out of range.

"Cornwall" counter-attacked desperately and turned defeat into victory. They were always dangerous after this but the Club had almost as much of the play. And the sailors did not wear down the civilians towards the end. There were minor casualties on both sides but play never deteriorated. In fact, it became all the more exciting.

Sayers made the opening for "Cornwall" to equalise. This was on the right, just in the Club's half. He passed to Mackay, who relied on footwork. Following up smartly, Griffiths scored. Then Morgan converted and gave "Cornwall" the lead.

### Tactical Mistake

Another spirited forward rush saw "Cornwall" in position shortly afterwards and Goldman made the tactical mistake of kicking forward. Biloe was presented with an opening thereby and, although Goldman tried to stop him, the Midshipman scored a try near the corner. Morgan's place kick fell short, so that "Cornwall's" lead remained at five points. Mishandling by the Club almost led to Boylan getting through for another try but Grievoy tackled in style.

Lammer made a nice opening when the Club launched out on a forlorn hope but Goldman was unexpectedly at fault again. Finally, just before the end, the Club three's tried their hardest but something went wrong each time. A pass would go altogether out of direction at the critical moment or it would be fumbled. Time came with men laid out on both sides.

### No Terrors

The Club, apparently, do not hold any terrors for "Cornwall." Early in the second half the Club were just a shade superior because they were at their zenith and not on account of any falling off in "Cornwall's" play. The Club knew what to do but "Cornwall" were just good enough not to let them do it.

Possessing a very fine pack, led by Lt. Maclean, "Cornwall" might not have had the one or two individual "stars" in the Club's attack, but they had the advantage as a team. Whether in attack or defence, the winners were always trying; whereas the Club had a few players who were a little weak in defence but strong in attack, and a few who were the opposite.

All in all, it was a great game of Rugby with which it would be wrong to find fault and the spectators thoroughly enjoyed it. The better XV retained the honours but there was very little in it.

Result:—H.M.S. "Cornwall" (a goal and a try) 8 points, Hong Kong F.C. (a try) 3 points.

## Opening Of Ricci Hall



The Rev. Father G. Byrne, S.J., on right, is shown speaking last Monday at the formal opening, by H.M. the Governor (Sir Cecil Clementi, K.C.M.G., who is in centre), of Ricci Hall, the new hostel at the University of Hong Kong, specially built to accommodate Roman Catholic students. Other pictures of the building and ceremony appeared in yesterday's "China Mail."

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## WARWICK REVUE

**Another Enjoyable  
Performance**

At last night's performance this  
company proved to be exceedingly

capable and versatile. The dancing  
of Barbara Weale earned many en-  
cores from a moderate house (caused  
by the inclement weather). The  
outstanding item of the evening  
was a sketch, entitled "Will it come  
to this?" Gladys Voile as the  
"Modern Mother" excelled, and the  
young people were well represented  
by Enid Nicholson and Guy Latham.  
Belwyn Driver delighted the  
audience with his "Humorous  
Pianoration" and also as the "dis-  
tracted serial writer." The whole  
programme is thoroughly recom-  
mended and every endeavour should  
be made to attend the Revue at the  
final performance.



# MOTORISTS THIS IS YOUR PAGE



## BEFORE THE HORSE AGE

Before the horse age a man's social and working radius was as far as he could walk. When the horse came it was extended to as far as he could ride or drive. The railway multiplied that distance, and the motorcar made it longer and larger. Now the airplane makes it limitless.

We owe our existence to harness oil—the first product manufactured by us. From harness oil we extended our operations to railway oil. From railway oil we extended to motorcar engine oil. And from motorcar engine oil we have advanced to airplane engine oil—a new type of lubricant for engines developing terrific speed.

We have kept pace with progress. That is why the new Mobiloil is giving boundless satisfaction to millions of motorcar owners.

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## CAR EVOLUTION

### Pride Of British Achievement THE ANCIENT CHARIOTS

We call the following from "The Pride of Achievement," a short account of the Development of the motor manufacturing industry of Great Britain, written by Mr. H. Thornton Rutter and issued by the Society of Motor Manufacturers and Traders Limited.

According to Greek mythology, the chariot was invented by Erichonius to conceal his feet which were those of a dragon. Hence the poet's declaration "Seated in car, by him constructed first to hide his hideous feet."

Whether this was the truth in regard to this fourth King of Athens who was deformed in his lower limbs, matters not to us nowadays but due to his invention of the chariot and the manner of harnessing horses to draw it, he laid the foundation of a British industry.

The ancient Britons were famous for their chariots and when Julius Caesar had conquered the country in B.C. 55 and during the Roman occupation for 500 years, the most prized present from the Roman in Britain to his friends at Rome was a British chariot.

Thus even 1800 years ago British cars were the best available. To-day twenty centuries later, this reputation is being maintained.

**High Reputation**  
As where does the modern charioteer seek for the best car? Why in England, as any schoolboy can tell such enquirers.

A valuable asset in life is high reputation and good character whether it be applied to individuals or to goods. It is a virtue to be cherished and cared for, to be jealously guarded against contamination.

British goods have established a high reputation all over the world on account of their sterling value.

No doubt the ancient Briton preferred to ride or drive than walk on his feet so he did his best to produce the most suitable vehicle. It evidently was this or else Suetonius and other Romans would not have started exporting them to other parts of the Empire.

We send our modern cars and commercial motors to-day to an even greater Empire than Caesar ruled.

Yet thirty years ago there were only some 8,000 motors of all sorts, private carriages, commercial vehicles and hackney cabs in Britain.

In 1900 the Automobile Club of Great Britain and Ireland (now the Royal Automobile Club) organised a tour of Britain by motor vehicles covering 1,000 miles. The cars visited all the chief towns and cities in their tour which included part of Scotland.

So successful was this demonstration in proving to the public that the motor vehicle was a practical mechanical road transporter that in 1905 the number of motors in Great Britain had multiplied sevenfold.

Statistics of the period give the figure of 23,000 motors as running on British roads.

In 1907 the workers in motor factories in Great Britain were making 1,000 cars and commercial vehicles each month of that year and increased the total to 14,000 per annum in 1910.

**Output of British Vehicles**  
It is estimated that there were 40,000 people engaged in the motor industry at that time. There were eighty car and commercial vehicle manufacturers, at this period in England, Scotland and Ireland although the last named had only one small factory in Belfast.

Out of these eighty British manufacturers of that day, thirty of the firms are still producing motors under the same titles. The remainder have either quit the business, amalgamated with other motor firms or reappeared under new names.

In 1911 the production of British motors increased to 19,000, the workpeople employed numbered 66,000 and British motors were steadily making their mark in the automobile world for their sturdy qualities.

The result was that in 1913 the public bought 44,000 cars and commercial motors from British factories and nearly 9,000 cars, business vehicles and chassis were sold abroad.

At that period Great Britain had proved to the world that "British was best" in motor carriages and heavy business vehicles for hard work.

The British heavy lorry especially, was making friends by its stout service in all parts of the world as well as in the home country.

Then came the Great War in 1914, when the whole resources of this young industry were placed at the disposal of the Country.

Mechanical transport, indeed, played an essential part in victory, even if the British lorry and the British tank could only be provided at the sacrifice of progress in design for the purposes of peace, and the inevitable strangling almost at birth, of an export trade to the Empire and the World.

The drain and strain of war and the achievements of the British industry during the War are sometimes forgotten.

**Increased Employment**  
It is well that we should be reminded that time alone can remove the consequences, direct and indirect, of our part in the greatest struggle the World has ever seen.

Nevertheless, our British motor makers never lost heart and in spite of all difficulties production increased from 44,000 in 1913 to 88,000 in 1923, employing 194,000 workpeople in the whole industry.

To-day it may be estimated that 250,000 men and women are engaged directly in the manufacture of motors and probably yet another 250,000 in the many allied trades from which the manufacturer obtains his raw materials and accessories. Motor production has indeed become one of the greatest industries of the country.

British motor production jumped up to 132,000 vehicles in 1924 due to the production of popular priced models and from that date increased by 80,000 vehicles per annum until to-day it has reached over the 200,000 mark.

The whole world is indebted to Great Britain for first producing the pneumatic tyre. But for this invention, little progress could have been made in motor road transport as the solid rubber tyre could not fully absorb the road shocks caused by uneven surfaces travelled over by the vehicles.

The pneumatic tyre gave comfortable travelling as well as swifter moving vehicles.

Motorists to-day are apt to forget the debt they owe on this account to the pioneer tyre makers for this British invention.

The experience gained in solving the various troubles in the early tyre production has placed Great Britain foremost in this important part of the equipment of the road motor.

One has only to refer to the existing world speed records, all made on British tyres, to realise their quality must be the highest grade to withstand such strains.

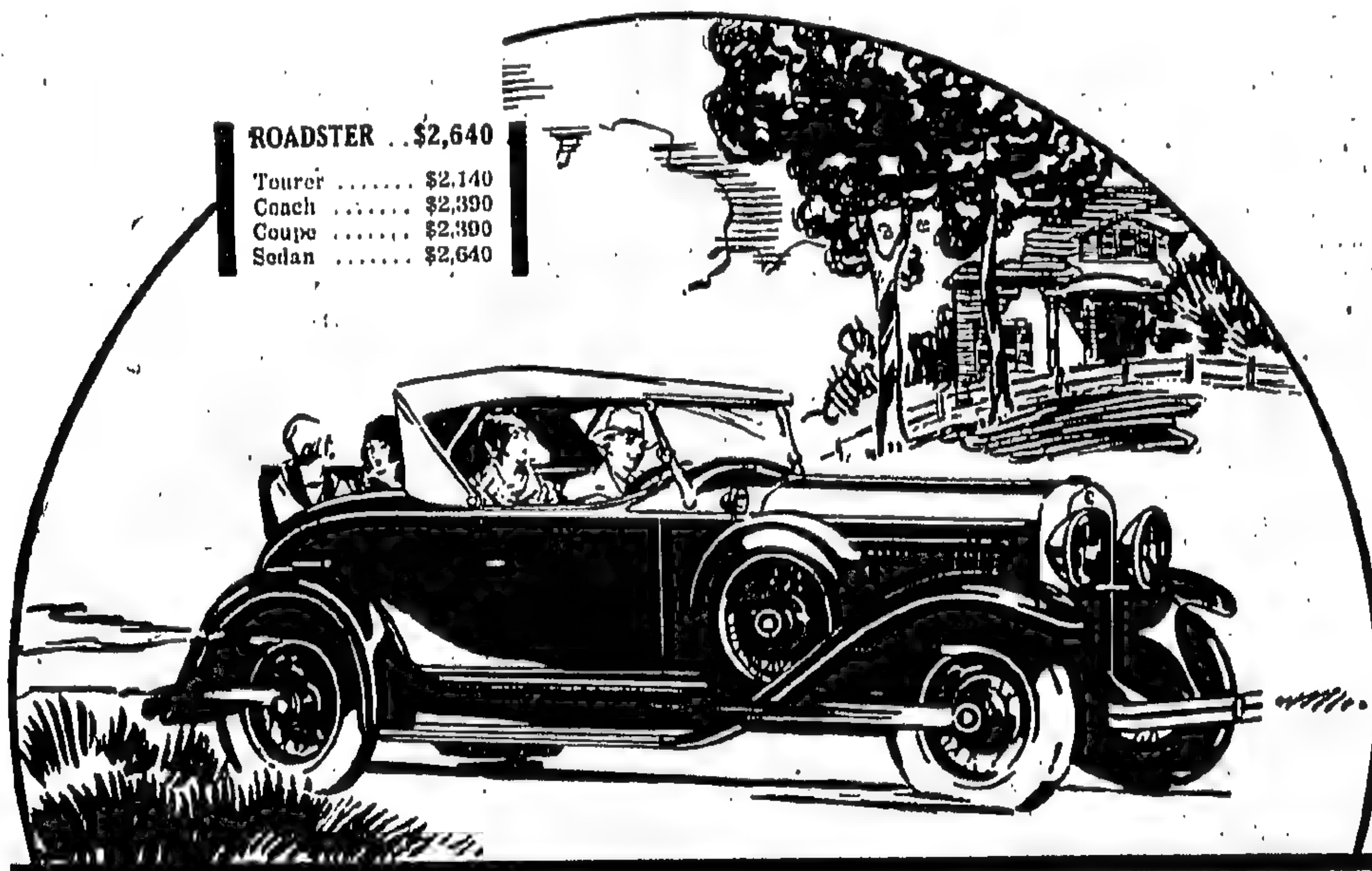
**Improving the Vehicle**  
In the years from 1900 to 1912 the passengers and drivers of motor vehicles were none too well sheltered from inclement weather conditions in open cars, the then prevailing type of private carriage or in open "cabs" or the drivers' front seats of commercial vehicles.

The windscreen was an "extra" in those days, and the motorist had also to buy such accessories as

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## OCTOBER TRADE

### A Record For The Pierce-Arrow

horns, clocks, speedometers, etc., and pay to have them fitted, instead of such equipment being included in the list price of the complete vehicle.

The "spare wheel" was another development in this period after many experiments had proved that the detachable rim was not as acceptable to the public as changing the complete wheel when a puncture of an inner tube or a cut tyre cover compelled the driver to provide a new wheel covering to continue the journey.

Changing tyres on the roadside was a longer and more irksome job than changing the complete wheel.

To-day every motor vehicle carries one or two spare wheels, while comfort and full protection is given to the drivers as well as the passengers in carriages and commercial vehicles alike by adequate hoods and side windows.

The standard equipment of the car of to-day does not however stop at spare wheels and hoods. It is seldom indeed that the purchaser of a car is called upon to outlay any additional money on such accessories as can be regarded necessary for the comfort or efficiency of the car as a unit.

More often is it to be found that refinements amounting to luxuries are included in the fixed price of the car.

British automobile designers were responsible for the practical construction and adoption of worm rear-axle drive as an alternative to the bevel wheels drive and the longer stroke piston for the engine as well as the development of the more silent running motor.

### Development Of The Small Car

From 1912 and onwards up to the present day the more efficient high-speed engine of small capacity was created by British engineers, and the foundation laid for the small car giving good and economical service to its owner whether for business or general utility road transport.

In developing the high-speed engine—that is a motor which could rapidly increase its useful power by a greater number of revolutions of the crankshaft and flywheel per minute—more attention was given to the metallurgical problems of its construction.

It was the outcome of it having been established that "lightness in construction was, within limits, a question of metallic strength."

Therefore, as well as providing better balancing of the moving parts themselves, British motor engineers sought for lighter and yet stronger materials to use for construction.

New steels and aluminium alloys were produced to give lighter yet stronger connecting rods and pistons, chassis frames and transmission gears.

The result was that British motor vehicles of all types to-day are made of materials produced and finished

Pierce-Arrow officials have announced record October passenger car shipments, the figures showing considerably in excess of those of 1928. The substantial increases over all previous years which Pierce-Arrow has been showing since last January, are being maintained, the volume for 1929 to date being nearly double that of 1928.

The outlook for the continuation of good business is very favourable, according to company officials, the company carrying over into November with the largest total of unfilled orders in several months and over four times as many as were on the books a year ago.

In Britain better than in any other part of the world. Purchasers of motor vehicles should remember the important factor towards long life and economy of upkeep thus given to British motors.

Thirty years ago the designer of the horse-drawn vehicles had arrived at a very advanced stage in both craftsmanship and efficiency, whether the purpose of the coachwork was to convey any Lady Fayre to Court or goods from the factory to the railroad.

The advent of the motor driven vehicle astonished and confounded the coachbuilder, as he was asked to abandon much of his preconceived ideas and experience in order to provide suitable superstructures for the chassis.

### The Growth In Output

Nevertheless instead of boldly denouncing the designer of the chassis for not taking into consideration the needs of elegance of line for body work, the carriage-designer accepted the changing conditions, by endeavouring to adopt dog-cart and landau styles of horse, drawn carriages as suitable designs for placing on the mechanical chassis. Very crude and uncomfortable were these early motor carriages.

The commercial motor vehicles at that period were confined to a few chassis fitted with light covered van or open platform lorry bodies. Also in most instances the chassis was manufactured at one factory and the coachwork built at another.

Great delay was caused by want of co-ordination in production due to each business being in independent hands: either chassis were waiting for bodies or bodies were taking up valuable space in coachbuilders' premises awaiting the arrival of the mechanical undercarriage.

(To Be Continued.)



# PROOF OF QUALITY!

## 16 Nations have selected DUNLOP TENNIS BALLS for the Davis Cup, 1929 (including the Challenge Round)

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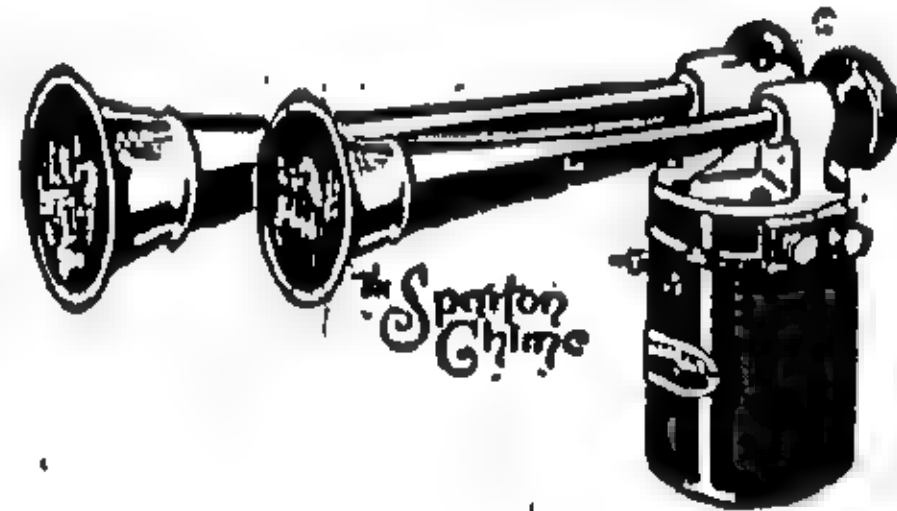
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MODEL SPARTONET M HAND HORNS



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### "THE MOTOR SHIP"

In the November issue of "The Motor Ship," published by the Temple Press, Ltd., the following subjects are dealt with:

The Latest Blue Funnel Cargo Liner "Agamemnon."  
The Tanker "Hesperus" Annulled.  
The Messageries Maritimes Liner "Eridan" (Fully Illustrated).  
A New Waste Heat Boiler.  
Nine Standard Motor Ships.  
Details of Last Month's Forty Tanker Orders.  
The Performance of the Richardsons, Wests' Double-acting Buoyed M.S. "Franka."  
A Mediterranean Passenger Ship. (Illustrated).  
The Motor Cargo Vessel "Sheaf Helme."  
Fuel Pumps for Airless Injection Engines.

### REFRIGERATION

#### Explanation Of The Science

The science of refrigeration, in its application to the preservation or storage of foodstuffs, furs and beverages, and the maintenance of constant atmospheric conditions in public buildings, as well as industrial plants, is of vital interest to-day. Although it chiefly involved the manufacture of ice, in its early development, the cooling of air or cold storage compartments by means of certain chemicals having refrigerating properties has assumed a decidedly prominent position in the course of our present-day mode of living.

Refrigeration, where it involves the cooling of air, is especially advantageous when sanitation or handling of water may develop problems.

#### Methods Involved

Refrigeration may be direct or indirect, according to the design and construction of the system, the products to be treated and the manner in which the refrigerant is handled.

Direct Refrigeration.—In such systems the refrigerant is used directly to cool the storage compartment or ice tanks by allowing it to expand in suitable coils located therein.

The Indirect Method.—Here, however, air or brine is subjected to preliminary cooling by circulation over expansion coils containing the refrigerant, in a separate compartment or room for this purpose. The medium thus cooled is then passed to the refrigerating rooms or storage compartments, wherein the temperature is to be reduced. This is the normal procedure in the operation of a cold storage system.

#### Principles of Operation

The phenomenon of refrigeration involves

- (1) Expansion and evaporation of the refrigerant, whereby heat is absorbed from the surroundings and
- (2) Compression and condensation, whereby this heat is in turn abstracted from the refrigerant and the latter converted to liquid form once again.

#### Refrigerating Elements

A number of chemicals are in commercial use to-day as refrigerants.

Anhydrous ammonia (NH<sub>3</sub>), or ammonia free from water, is most commonly used. Under normal conditions this chemical occurs as a gas, but by either or both decreasing the temperature and increasing the pressure it may be readily liquefied.

Other chemicals which are employed to a certain lesser extent are carbon dioxide (CO<sub>2</sub>) ethyl and methyl chlorides, sulfur dioxide (SO<sub>2</sub>), and certain hydrocarbons such as ethane, propane, iso-butane and butane.

Anhydrous Ammonia.—The handling of ammonia in the process of refrigeration can be made to involve either wet or dry compression.

Wet Compression.—This is attained either by the introduction of liquid ammonia directly into the compressor cylinder at the beginning of the compression stroke, or by operating so that somewhat more liquid ammonia than can be evaporated is passed into the refrigerator coils. Subsequently this liquid returns to the compressor with the balance of the refrigerant which has been vaporized, and is itself evaporated on the compression stroke by the heat of compression. Its presence serves to effectively decrease compression temperatures and increase the volumetric efficiency of the machine.

The operator of a wet compression system, however, can never be certain that the excess liquid has become vaporized at the end of the suction stroke, regardless of the attention given to the machine.

Dry Compression.—Dry compression constitutes the passing of ammonia vapour alone into the compressor. It involves the same operating principles as wet compression with the exception that discharge temperatures are somewhat higher.

#### Carbon Dioxide

Refrigeration by means of carbon dioxide, or carbonic anhydride (CO<sub>2</sub>) as it is also known, involves an arrangement of machinery and equipment much similar to an ammonia compression system. In fact, the essential difference (other than in regard to certain details of construction involved) is in the cooling medium or refrigerant employed.

Carbon dioxide is non-explosive, odorless, non-combustible, a fire-extinguisher and neutral in its action upon foodstuffs, fabrics and other substances which may require cold storage. Normal leakage is, therefore, not general-

ly harmful even though it may be more prevalent due to the higher pressures involved.

Carbon dioxide systems include both horizontal and vertical compressors, according to the type of service and refrigerating capacity involved.

Single and double acting compressors are in use, but due to the difficulty in maintaining tight stuffing boxes the single acting machine is often preferred. Frequently pressures as high as 1,000 pounds or more may be necessary; therefore it is evident that the system must be of exceptional rigidity.

Ethyl Chloride & Methyl Chloride Ethyl and methyl chlorides are comparatively stable, non-poisonous, slightly inflammable chemicals, readily subject to low working pressures. They are practically neutral, chemically, and have no appreciable effect on the usual metals employed in machine construction.

#### Sulphur Dioxide

Where but a small amount of refrigerant is required the use of sulphur dioxide as the refrigerating medium is practicable. As a liquid, sulfur dioxide is colorless, but has a strong odour and can be readily detected. It is soluble in water, in which solution it is strongly acidic.

#### Hydrocarbon Refrigerants

Hydrocarbon refrigerants are also used to some extent, especially for household and retail business purposes. These chemicals have a distinct property in that lower temperatures are made possible by their application.

Products such as ethane, butane, etc., are non-corrosive, chemically neutral towards water, relatively stable under ordinary conditions, non-poisonous, and can be handled in the same equipment as is required for ammonia. They are, however, inflammable in the presence of open flames.

#### Silica Gel

An extremely interesting factor in the development of refrigerator cars has been the adoption of Silica Gel as a cooling medium, using its vapour absorption ability.

In the operation of such a system no power is required; heat, however, is necessary to drive the absorbed refrigerating vapour from the Silica Gel. Compressed gas is continuous, involving absorption of the refrigerant to a point of saturation, followed by heating to drive off this vapour. The process of absorption of refrigerating vapour lowers the temperature of the refrigerant itself, due to evaporation.

How Refrigeration is Accomplished The various types of refrigerating machines in more or less common use can be definitely grouped into two distinct classifications, according to the methods involved, i.e.:

- (1) Where refrigeration is produced by the evaporation of some volatile liquid;
- (2) Where refrigeration is effected by the compression cooling and expansion of air.

The first classification can be subdivided into three groups, according to whether the principles of (a) compression, (b) absorption, or (c) vacuum, are employed.

#### Refrigeration by Compression

The compression process is chiefly used to-day. Such a system includes a compressor, oil separator, condenser, expansion valve and an evaporator or refrigerator.

Compressors may be either single or double acting, according to the size of the installation and extent of refrigeration required.

In the compression process the refrigerant or cooling agent is recovered after each expansion by means of mechanical compression.

With certain variations in construction process is adaptable to such refrigerating agents as ammonia, carbon dioxide, methyl chloride, sulphur dioxide and certain hydrocarbons, etc.

In operation, the gaseous refrigerant in a compression system must be sufficiently compressed and cooled to convert it to liquid form. Under compression alone, it will still remain as a gas due to the fact that the application of pressure raises the temperature above the liquefaction point. Some form of condenser must therefore be used. Prior to condensation, however, the gas is usually passed through a suitable oil separator or trap in order to free it of any excess lubricant that may have gained entry into the compressor. From the oil separator the hot refrigerant then passes to the cooling coils of the condenser, where its temperature is sufficiently lowered by means of air or cold circulating water to convert it to liquid form. It is then capable of serving as a cooling medium.

Cooling is brought about by passing it through an expansion or regulating valve to the expansion side of the system. Here, by virtue of a considerable drop in pressure it evaporates and takes up heat, returning thereafter to gaseous state once more. In so doing it cools down to a relatively low temperature, and as a result absorbs heat from the surroundings, what- ever these may be. It is then returned back to the compressor to com-

### FEMININE TOUCH

#### Studebaker's Style Committee

The feminine influence, over a factor in the purchase of a motor car, has become as strong in recent years as that of the more practical among motor manufacturers are now retaining the services of feminine artists and designers to assist in specifying colours, finish and appointments. Conspicuous in this trend toward utilizing the "feminine touch" is Studebaker whose engineering advisory staff now includes a style committee made up of six women whose word in art is accepted as authority.

This unique committee includes: Helen Dryden, Mrs. Lee Simonson, Marjorie Oelrichs, Neysa McMolin, Rose O'Neill and Marion C. Taylor, women whose talents for true harmony in colours, in textures, in lines, curves and planes are world recognized.

#### Highest Paid Woman

Helen Dryden is the highest paid woman artist in America. First to originate decorative magazine covers, she is considered a pioneer in modern art. She is also a successful interior decorator and designer of stage costumes. Mrs. Simonson, noted artist and decorator, enjoys a unique position as an arbiter of good taste, sharing the genius of her husband who is a director of New York's famous Theatre Guild.

Marjorie Oelrichs was one of the first society women to enter business. She runs a fashionable interior decorating shop on Madison Avenue, New York, besides enjoying a national reputation for her paintings and sketches.

Neysa McMolin is a sought-after magazine cover designer. She does covers for various popular American magazines. Her work has been exhibited at the National Academy of Design, New York.

Few American women have achieved more widespread artistic success than Rose O'Neill. She is also an author. Marion Taylor, formerly merchandise editor for Vogue, Vanity Fair and House and Garden, is a style, counsellor for a number of large concerns. She is considered an outstanding authority on fashions in America and Europe.

#### Importance of Colours

A recent statement by A. R. Erskine, President of the Studebaker Corporation, emphasizes the importance of beautiful colours and appointments in the motor car.

"One of the most happy and far reaching developments which has characterized American social life since the war has been the insistent demand for beauty in our industrial arts. That quality or combination of qualities which gratifies the eye or ear, or which delights the intellect or moral sense by its grace, that thing called beauty, has always characterized the fine art and it also lies at the root of all style in those useful arts which have endured through the centuries."

#### Smart New Hues

The recommendations of these artists played an important part in the selection of colours and appointments for the new Studebakers. Noteworthy among the smart new colours is a combination of silver pine with slate green window facings, darker coach green wire wheels, and orange corn stripping. Another combination, one of the smartest of the season, is a rich maroon with gleaming black running gear and gold stripping. Harmonizing with these smart colours are beautiful mohair and broadcloth upholstery fabrics.

mence this cycle or operation anew.

The Absorption Process Here we make use of the fact that certain low-boiling-point vapours are readily absorbed by water, being capable of subsequent separation by fractional distillation upon the application of heat.

Absorption refrigeration involves pumps instead of compressors, one working below atmospheric pressure, the other above.

Ammonia Most Usual Refrigerant Ammonia is principally used in absorption refrigeration due to its relatively high affinity for water and the readiness with which it can be distilled off under pressure and temperature conditions where water is unaffected. The latter is, therefore, able to remain in a liquid state.

Absorption refrigeration involves three stages or sets of equipment, whereby the ammonia is first distilled in a suitable steam heated generator, freed from any water vapour in an analyzer, and liquefied by passage through a suitable condenser.

It is then ready for the second, or refrigeration stage, being passed to an evaporator or set of cooling coils. The third stage usually consists of the passing of the gaseous ammonia under its own pressures to an absorber, where it is taken up by a weak ammonia solution. When suitable concentration of the latter has been attained it is pumped back to the generator, and the cycle begun anew.

### 2,000,000 TREES

#### Dunlop Building Temples To Native Workers

Two million young rubber trees are now being planted in the Dunlop plantation, Malaya, section by section as the heavy tropical jungle is cleared and its soil prepared over an area of sixteen square miles.

In ten years' time it is expected that the new trees will yield an annual crop of 5,000 tons of rubber. At present 8,500 tons of rubber a year is being tapped from four million trees.

Every other day a very thin strip of bark is cut from each tree and the fluid rubber drips into the cup below. As each cup receives, on the average, only half an ounce of dry rubber daily, between six and seven hundred million cupfuls of it have to be collected in the course of twelve months.

One third of the native workers are Chinamen but the bulk of them are Tamil specially recruited from the South of India.

Temples for their worship are built by the Dunlop organisation which also provides houses and hospitals for them, schools for their children, and rice at cost price.

Golf courses have been laid down for the European staff whose Rugby team is making a bid for the championship of Malaya.

Early next year the dense jungle is to be tackled over a further sixteen miles of the Dunlop territory which is more than 125 miles in extent.

### SEVERE TESTS

#### Pioneer Hunt For Diamonds

The severe tests to which the modern automobile is often subjected and the strange roles it is frequently called upon to play, are illustrated by the achievement of a Studebaker motor car which recently carried a party of American mining engineers on a pioneer hunt for diamonds among the cannibal tribes of Central Africa. The car was instrumental in saving the lives of its occupants and in contributing to the subsequent success of the venture.

It was into a section of "darkest Africa" that the American engineers working South of the Luembo river were ordered to prospect for new diamond concessions. In making preparations for their invasion of the Bakote country, the Americans encountered great difficulty in persuading any natives to accompany them. They feared they would be the main-course of a Bakote feast.

#### Warnings Unheeded

An old Studebaker car which had already covered 30,000 miles on trips around the workings was used. In spite of dire warnings that penetration of the Bakote country was the height of folly, the expedition started out. There were no roads and the character of the country varied from dense jungle along the rivers to open hilly stretches covered by lush growth of grass and shrubs.

The first fifty miles took the party to the end of even a semblance of road. The second day, the Bakote country was reached. A cautious advance failed to disclose any Bakotes. In this territory, where others had been massacred by cannibals, there was not the slightest indication of human habitation.

#### A Steel Monster

The strange sight of a steel monster had utterly demoralized the natives, who, accustomed to meet the enemy with dash and courage, were at a loss to know what to make of this new invader. They apparently feared that some dreadful beast had descended upon them to take toll of their misdeeds. In a couple of hours, the Bakotes crept forward cautiously and surrounded the car. They watched the native servant fill the radiator and add gasoline. An aged inhabitant crept forward and touched the car. His finger pressed the horn and the "beast" let out a roar, sending the savage scurrying back to his companions. Soon the entire camp was around the Studebaker clapping their hands, trying in every conceivable way to impress it with their friendliness.

What might have been gained only at the expense of much bloodshed was won in an hour by an automobile with a flair for impressing cannibals with the proper amount of respect. Under such excellent auspices, negotiations with the natives were soon under way and the diamond hunting venture was carried to a successful conclusion.

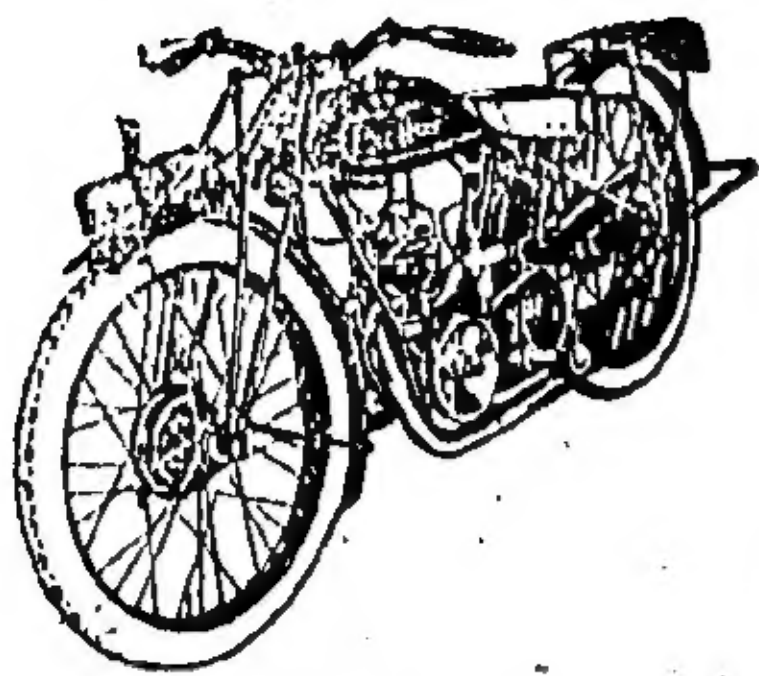
#### Drive a Trusty

"TRIUMPH"

the Motor that never fails you



## PRICES GREATLY REDUCED!

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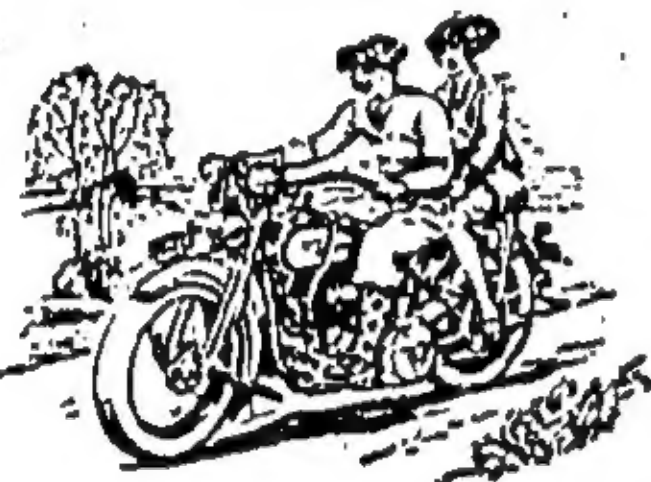
In order to give way for 1930 models which are coming, our stock of motor cycles have to go at greatly reduced prices.

Take The Advantage Right Away!

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## A GOOD CHRISTMAS GIFT



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A GOOD ASSORTMENT OF SPARE PARTS AND  
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## HIGHER SPEEDS

In Commercial Vehicles  
Of To-day

There has been a marked tendency in recent years to higher speeds in all classes of motor vehicles, and even though this may result in a shorter life, it is probably sound, as tending to encourage traffic flow, and in the case of commercial vehicles, to reduce the time between receipt and delivery of goods or passengers. A shorter life is, however, by no means a necessary corollary of higher speeds, but this point is, perhaps, best discussed in connection with design. Two other important recent developments in commercial vehicle design, both to some extent associated with the question of increased speed, are the introduction of long-distance passenger services, and the marked extension in the employment of rigid six-wheeled vehicles. All these developments, were, however, in being at the time of the last Commercial Vehicle Exhibition, held two years ago, and, although a forward tendency has since been in evidence in each of the three directions mentioned, a superficial examination of the latest models would suggest that there has been no marked development in chassis design in the intervening period.

## Lorry Chassis Specification

It would be an interesting, and by no means difficult, occupation to draw up a specification for a lorry chassis, say, in the 30-cwt. class, which could be applied impartially to a large number of different makes, with slight modifications in the cylinder bore and stroke, and perhaps in the overall chassis dimensions. Further, it would probably be found that this specification could be equally applied to models shown at the 1927 exhibition. At first sight, this would suggest that design was stationary, but such a specification would only include the general layout, and not the minor details. Except in the case of an exceptional development, such as the rigid-six wheeler, it is, however, in the variation of minor details that design progresses, and it is also in this respect that the model of one maker usually differs from that of another.

## Object of Designer

So far as commercial-vehicle design is concerned, the object of the

designer is to secure the highest ratio between useful load and tare weight, while paying due consideration to such questions as reliability, ease of overhaul, first cost, and so on, and it is precisely because no two designers or purchasers can agree on the relative importance to be attached to each of these factors, that a number of alternative designs in the same class are available. Increased speed has been secured by raising the power-weight ratio, and it may be said that, in general, this has been done without reducing the useful life of the vehicle, basing the useful life on mileage and not on age in years. A higher power-weight ratio may be secured either by increasing the power of the engine without increasing its weight, or by reducing deadweight at various points on the vehicle without reduction in strength. Progress in both directions has, fortunately, been rendered possible by advances in the metallurgy of both steel and aluminium alloys, and while taking advantage of this factor, designers have also cut down useless weight by devoting more attention to the design of individual parts. As a result, the latest models, while apparently bearing a close resemblance to their predecessors, are capable of an appreciably higher performance, and generally represent better value for money.—“Engineering”.

## LICENCE NEVER RENEWED

Ten years ago a certain country gentleman bought a car. He duly took out a driving licence and soon made quite a hobby of motoring about the surrounding villages. He was a careful driver, and, until recently, had never been asked to show his licence.

The other day, however, he was stopped by a policeman and required to produce the document in question. Having examined it, the constable looked suspiciously at the driver, who did not appear in the least disconcerted.

“But this is dated 1919, sir,” he said.

“Yes, that’s right. That’s when I took it out,” cheerfully replied its owner. It then transpired that this gentleman’s motorist was under the impression that a driving licence remained valid during the lifetime of the car!

Happily—so obviously genuine were his protestations of innocence, and regret—the resulting fine was not a heavy one!

## LONDON'S EDIBLES

Bringing Them To  
Market

To stand in Covent Garden Market between the hours of midnight and 6 a.m., and see the hundreds of tons of country produce which is nightly brought in from all points of the provincial compass is the only possible means of realising how motor transport for their daily supply of vegetables. Today, the carrying of potatoes, cauliflowers, cabbages, beans, etc., from fields as far distant as Yorkshire in the North and Devon in the West, to the metropolitan markets, is one of the most important branches of road transport; yet because it is a business of the night hours, only those engaged in it realise its magnitude and the heavy responsibility which devolves upon the operators and drivers of commercial vehicles undertaking this class of work.

Vegetables, if their producers are to realise a profit on them must be loaded, transported and sold within the very minimum of time. Since the “edible” life of many forms of market garden produce is so short, it needs only a moment’s thought to realise that even a small failure in the transport system may mean the disposal of a load at a sacrificial figure.

It follows, then, that firms and vehicles engaged in this vital arm of modern transport must have a reputation for reliability which is borne out day and night by actual performance.

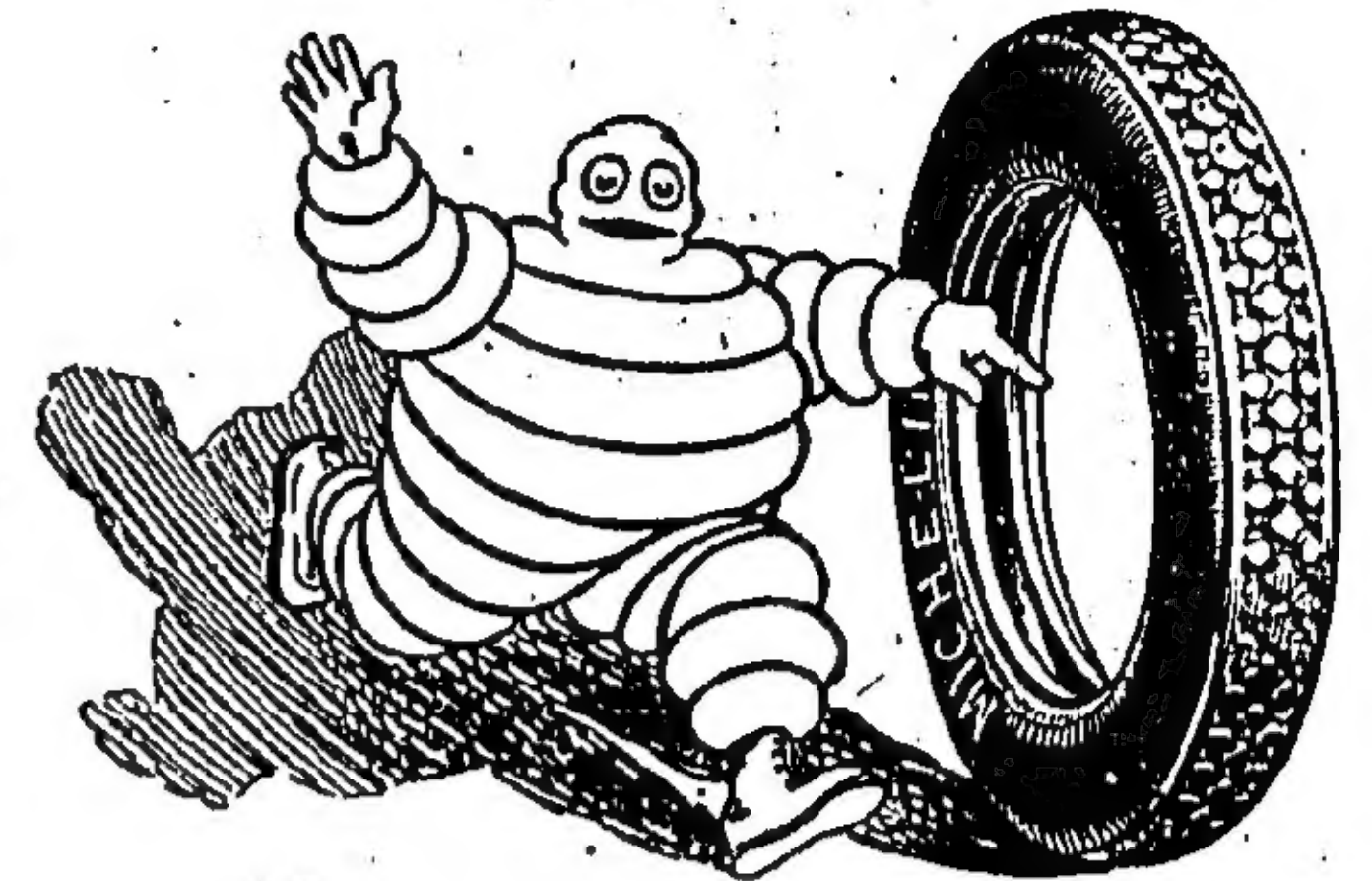
In this connection the firm of J. Deamer & Son, Hitchin, comes to mind as a transport business which has risen to a position of enviable importance in Hertfordshire because of its year in and year out regular running between the Home Counties and Covent Garden, and its policy of always retaining the confidence of its customers, even when such action involves sacrificing all or part of the profit on a particular job.

## BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in “The Hong Kong Sunday Herald,” are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 3A, Wyndham Street or Phone C. 4641.

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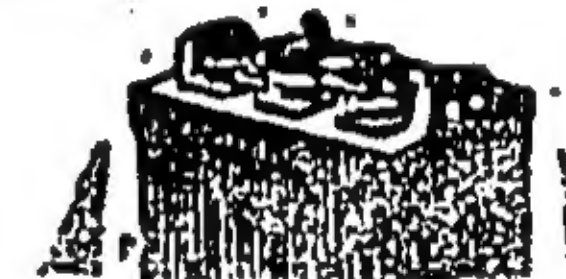
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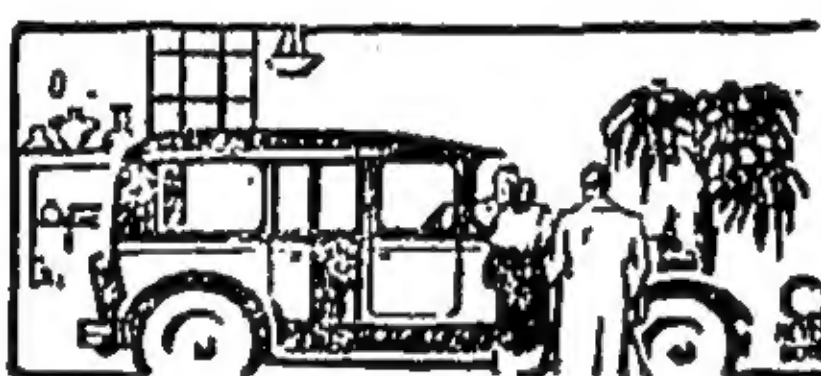
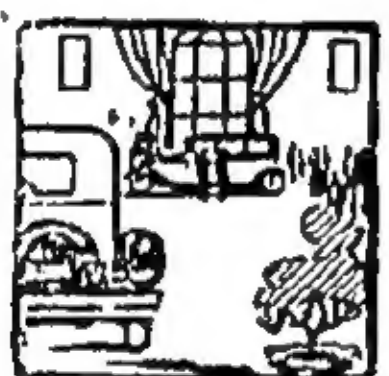
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Spare Parts  
Batteries,  
etc., etc



Electric  
Accessories,  
etc., etc



## MOTOR NEWS

From Road & Showroom



**Mechanising the U.S. Army**  
The 34th United States Infantry is to be “motorized.”

## S.A.P. and B.S.A.

The South African Police Force have now 260 B.S.A. motor cycles in regular daily service.

## Mass Destruction

Cars are being scrapped at the rate of thirty-five a day in a St. Louis (U.S.A.) salvage yard.

## Up-to-Date Salesmanship

In the Madeira Islands the novel method of organising a lottery is adopted to sell used cars.

A strictly standard Studebaker 8-Cylinder Roadster, piloted by Glen Shultz, smashed all existing standard model records for America's hill classic by racing 12.4 miles to the summit of Pikes Peak in 21 minutes 43.2/5 seconds.

Sydney claims the world's record for having the largest number of Studebaker and Erskine cars in taxi service, according to advice from the Studebaker dealer there.

## British Lorries in Australia

An Australian carrier has established a transport service from Sydney to Forbes, a distance of 300 miles, using British six-wheeled lorries which are fitted with sleeping bunks for the drivers.

## A.E.C., New Managing Director

Mr. C. W. Reeve, who has recently been acting as Assistant to the Chairman of the Associated Equipment Company, has been elected to the Board and appointed Managing Director of the Company as from October 3, 1929.

## A.E.C. Regent Buses

Following successful demonstrations it is good testimony to the fine qualities of the new A.E.C. Regent double-deck 50-52 seater bus, that many orders have been received from important operators and Municipalities. Orders for substantial fleets have been placed by the following Corporations:—Birmingham, Glasgow, Nottingham, Chester, Newcastle, Halifax.

**New Zealand's Enthusiasts**  
There are now nearly 40,000 motor cyclists in New Zealand.

## Coming to the Front

Sir Herbert Austin has patented a form of front wheel drive for a six-wheeler.

## Immobility

A motorist at Home was recently summoned for rendering his car immovable when it was parked.

## Afoot or Awheel

The Chief Constable of Salford says: “Although many drivers are guilty of dangerous driving, many more pedestrians are guilty of dangerous walking.”

## Speed Limits to Go?

The Commissioner of Police (London) has suggested that all special speed limits, i.e., 10 m.p.h. and so on, in the County of London should be abolished, recourse being had where necessary to the dangerous driving section of the Motor Car Act.

## “A Useful Light”

“Quite a useful light for a garage or shed in which the car is garaged can be made from the car battery and a headlight bulb. Suspend the bulb from the roof and connect it to the dashboard socket. With a little extra wiring the whole house can be similarly lighted, it being well known that a motor car battery is inexhaustible.

## Surprise for Sub

In consequence of unfavourable claims experienced in an area within fifteen miles of Charing Cross, an increase of approximately 20 per cent. is to be made in the rates for private and business car insurances. A notice to this effect has been received by London policy-holders of the leading non-tariff insurance Companies. A number of other revisions and alterations are announced in relation to tri-cars, motor cycles and pillon seats, and it is also stated that proposals for members of the theatrical profession, bookmakers, and members of the Naval and Air Forces will not be accepted.

## A Dirty Trick

Because answers to questions had been written in code on their finger nails, all applicants for automobile drivers' licences in Ventura, Calif., must now wash their hands before undergoing the examination.

## Throw Out Clutch

Now that cooler days are coming it is well to remember that the battery is going to be called upon for extra service in starting the motor, remarks L. G. Evans, general service manager for the National Automobile Club. The cold grease in the transmission supplies an added drag on the battery, which may be eliminated by throwing out the clutch before stepping on the starter button.

## Get Spark Plugs Clean

Cleaning an oily spark plug can be accomplished quickly if the plug is inverted and filled with gasoline, lighting the gasoline and allowing it to burn off, according to the free emergency road service of the California State Automobile Association. The heat created causes the oil to dry and has carbon and oil residue can then be scraped off.

## Lord Byng's Mince

The few people who are let into the secret know when they see an exquisite dragon-fly glowing from the roof of a car that the Commissioner of Police is not far away. This is the method Lord Byng has thought out for himself by which he can identify his own car among a host of others. Until recently he had a little lamp on the roof of his car which lit up the letters “B. of V.”

## Quick Change

Lord Byng was one of the first people, however, to fall a victim to the new craze for Liqueur motor mascots, each of which is a perfect little work of art. He chose the dragon-fly with its wonderful suggestion of flight. By changing a little also he can change the dragon-fly's colour for the evening to one of five shades—green, yellow, purple, and two tones of red—another aid to identification.

## Dent in Mudguard

A slight dent in a mudguard may be remedied without damage to the paint with a little care. Two wooden blocks should be obtained, one shaped to the curve of the under part of the mudguard at the dent and the other curved to the contour of the upper surface of the mudguard. While the one block is held under the dent the other is held above it, and hit with a hammer until the dent is smoothed out. It may be well to heat the under side of the mudguard with a blow torch to prevent the paint cracking. The heat should not be too great or the paint will be burned.

## Cranking the Car

An occasion sometimes arises when it is necessary to crank the engine by hand, and should this situation occur, see that the spark is well retarded. Keep the spark fully advanced when cranking the engine with the self-starter. An additional hint is to pull up on the hand crank instead of pushing down on it. It is easier to let up the handle when pulling up should the engine back-fire. Never hook the thumb around the handle, but arrange it to be placed in the same manner as the fingers.

## Blinding Brakes

Many motorists never realise that a slight falling off in power in their cars is often caused by the brakes binding. This binding may be almost unnoticeable, and in the case of wire-wheel cars the heat generated is radiated from the drums so rapidly that it is hardly perceptible. In the case of cars with disc wheels, however, this heat is not so easily dissipated and the drums will get a good deal warmer. If there is any suggestion of falling off in power, the wheels should be jacked up and carefully tested for binding. In the case of front-wheel brakes, it is often advisable to jack up the whole of the front axle and test the brakes when the wheels are on lock. It will often be found that there is a slight binding when they are turned over in one direction or the other. This usually means that there is insufficient lubrication of the universal joints for the brake gear.

## Repainting the Car

Why hot reform the old car? It always is surprising what a little paint will do to restore beauty especially the kind of finishes that can be applied by the car owner himself. The simple way to discover this fact is to apply one of the brushing or spray lacquers to the wheels and fenders. Going a step farther and giving the top a special dressing adds that much to the total good result.

## Cars a La Mode

Apparently, more cloths are being used in the upholstery of cars, at least this was noticeable at a recent exhibition, where few enamelled leathers were to be seen. Instead, cloths were used, or leathers dyed to look like cloth. On the other hand, the exteriors were nearly all shiny; that dull, matt effect is not popular. Red, and dark wine shade, seem to be favourites with car owners. Black, with red mouldings, expresses the latest in car-leavings, and this goes well with silver fittings.

## Women and Cars

What a difference the automobile of to-day makes in the life of women, who have social, business, professional, or charitable activities to carry through. A decade back, women's activities, particularly where much travel was entailed, were greatly restricted and limited in operation. To-day a woman can achieve in a few weeks what a few years ago was practically impossible in as many months. A striking illustration of the benefits conferred by the use of the motor car was recently brought under the notice of the Dunlop Pneumatic Tyre Co. Miss Edith Kelly of the Mission of St. James and St. John in the execution of her mission work has, by the aid of her Morris Cowley, been enabled to visit over 10,000 homes in Gippeland (Victoria), all told, covering a distance of over 80,000 miles—some of it over the roughest roads. It says much for the dependability and efficiency of the modern car when a woman can travel such a great distance without either mechanical trouble, or having to replace any of the original equipment of Dunlop tyres.

## Interesting British Figures

Over 65 per cent. of all cars registered in Great Britain are less than 14 horse-power, according to an analysis made by the Society of Motor Manufacturers and Traders of London for the year 1928. Of all the cars in use 26 per cent. have 12 h.p. engines, the next largest class being the 14 h.p. cars which constitute 12.6 per cent. of the total number. Nearly two per cent. of all cars are seven h.p. or less. Cars in Britain have a heavy horsepower tax.

## Three-Wheel Record

A notable achievement was recently accomplished by a British woman motorist, Mr. Stewart, who, driving a Dunlop shod Morgan three-wheeled machine at the Monthery speedway, near Paris, covered 101.55 miles in the hour. This is the first time in the history of motoring that a woman has accomplished this feat. In 1913, Mr. Percy Lambert, driving a 25 h.p. Talbot at Brooklands, was the first motorist to cover 100 miles in 60 minutes his actual distance being 103.4 miles. The present world's hour record stands to the credit of M. Marchand, Franco, who, in May, 1927, driving a Dunlop shod Voisin car covered a distance of 128.35 miles.

## Replacing Valve Guides

Most valve guides are a push-fit in cylinder heads, and usually to replace them, in order to get the guide out of the head, a few light taps with a hammer and a soft metal drift will remove them, but care should be taken to avoid hitting the cylinder head. However, if the guides are a tight fit, this procedure should be followed: Pass a long bolt through from the inside of the head, with the head of the bolt resting on the tapered portion of the valve guide. Next slip a short length of steel tubing over the external portion of the guide, allowing about half an inch of the threaded portion of the bolt to protrude. Now, if a washer and nut are placed on the bolt and the nut is tightened down, the guide will be drawn out of position without there being any fear of damage occurring.

## Systematic Maintenance

That time flies is an old adage. However, it is one that the modern motorist could well consider in connection with his car upkeep. Ordinarily, forgetting how fast time disappears, he tries to carry in his mind all the details of chassis lubrication, crankcase drainage, tyre inflation, battery attention, and the like. Writing down the precise dates when these things were done and when they should be done again is one way of preventing time's ordinary ravages to the car.

## Rubber Mounted Flywheels

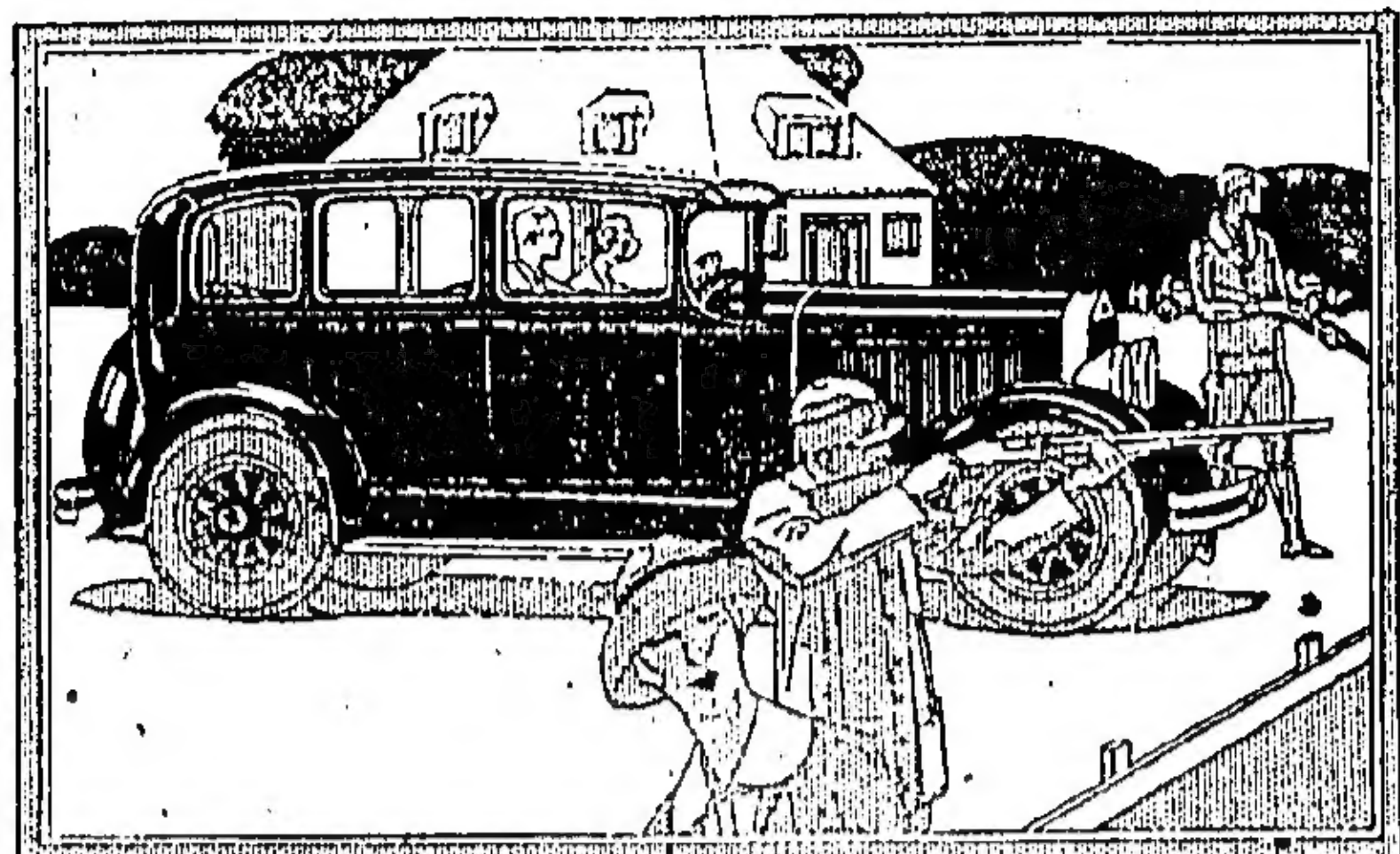
A new and patented feature which, no doubt, will interest many motorists, has recently been introduced by the makers in France, in the construction of the new 8-cylinder Bugatti engine. Instead of the flywheel being keyed directly on the crank shaft, a hub is fitted, and between this and the flywheel a thick rubber ring is interposed. This acts as a very efficient vibration damper and gives a slightly flexible drive. The clutch, a multiple disc type with Ferodo facings, running dry, is in the flywheel. The engine has a bore and stroke of 80 x 100 mm. (5,227 c.c.) and develops 140 h.p. at 3,000 revolutions per minute.

## Wheel Alignment

One of the most unsatisfactory situations in car ownership is the adjustment that refuses to stay put, and front wheel alignment frequently falls into this category. Why? That is a question that puzzles many an owner, yet the explanation is simple enough when one takes into account the matter of wear on the wheel bearings, the connections of the tie rod and particularly the king pins and their bushings. Even though the wheels may be adjusted for proper alignment actual use of the car over various kinds of roads changes the situation. The alignment for instance, may be correct for a straight ahead movement of the car but wrong for turns. The action of the brakes will also tend to throw wheels of a worn front assembly out of line.



# Lowest priced STUDEBAKER SEDAN ever offered!



STUDEBAKER'S NEW DIRECTOR SIX SEDAN—116-inch wheelbase.  
Hydraulic shock absorbers, standard equipment.

THIS luxurious new Director Six sedan is the lowest priced Studebaker enclosed model ever offered. Even casual inspection will disclose the extra value made possible by Studebaker's huge plant facilities—and the high quality assured by standards maintained for 77 years.

Swung low on its chassis of 116-inch wheelbase, this new five-seater Director is powered with an economical six-cylinder engine developing 68-horsepower.

Like a well-schooled thoroughbred, this new Director gets away, handles and pulls up at a touch. Your first trial run will speedily convince you that Studebaker's champion performance—which has won 11 world records—is the only sort of performance you want in your car.

If you would make this the happiest holiday season for yourself and your family, place an order with us now for early delivery of this new Director Six.

Price Range from G.\$1,135 to G.\$3,000.

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ALL-CORD TYRES

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no matter what price you pay.

You may be able to buy cheaper tyres than FISK, but you can't buy good tyre service for less money.

FISK—whose range includes a tyre for every car and truck—is a genuine bargain from rim to road. They deliver more MILEAGE than you have a right to expect at their prices, and no matter what you pay you are sure to get your full money's worth in dependable service and—this is important—

**EXCESS MILEAGE!**

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## ROAD TRAFFIC Problem in Britain Discussed

The recent decision of the Government to proceed with the Road Bill at an early date will undoubtedly meet with very wide approval. Probably the most controversial question involved in this measure is that of abolishing, or raising, the existing speed limits, but it is unlikely that new light will be cast on this question by further delay. It is clear that the opinion of motorists as a whole is in favour of the complete abolition of the limits, but, on the other hand, there appears to be a relatively large number of people who are strongly opposed to any alteration of the law in this respect. For instance, a Pedestrian's Association has recently been formed, amongst whose objects, if correctly reported, is the retention of the existing limits. We

to retain them as a dead letter, and their strict enforcement would not appear to be within the limits of administrative possibility. Within the last year or two, the co-ordination of the various forms of transport has been freely offered as a panacea for at least some of our troubles, but effective co-ordination between the various road interests, or between road and rail transport, is almost impossible under the existing chaotic road regulations. A preliminary to such co-ordination is a code of road laws which will meet with the general approval of road users, and is likely to be observed.

The public is at last becoming seriously alarmed at the loss of life on the highways, and this loss can only be effectively reduced by regulations enforced strictly as those governing traffic by rail, sea or air. The question of enforcing such regulations offers, however, more difficulty with road traffic, and must always depend to a great extent on the co-operation of road users with the authorities. Such co-operation is

certainly not implemented by a feeling of resentment, such as exists at present, against the regulations.

As only some 2 per cent. of the population are motor owners, it is not surprising that the Daily Press is inclined to treat this question from the point of view of the pedestrian. In the current issue of that admirable statistical publication, "The Motor Industry of Great Britain," published by the Society of Motor Manufacturers and Traders, it is stated that the number of accidents due to motor vehicles in 1928 was 5,223 fatal and 100,763 non-fatal. These figures are appalling, but we cannot agree with the Society in their statement that the rapid increase in motor traffic has inevitably led to an increase in street accidents (the italics are ours). This rapid increase is not in any sense inevitable, but is largely due to the entirely inadequate regulations governing motor traffic, to which we have already referred—"Engineering."

## COACHWORK More Attention From Manufacturers

Motor car manufacturers are giving more attention to coachwork than ever before. This is apparent in the new models now being displayed. Never before in the history of the automobile industry has such superb luxury and matchless comfort been built into motor car coachwork.

This decided trend is exemplified in the new Special De Luxe models recently introduced by Pierce Arrow as additions to the company's line of Straight Eight. The graceful body lines and distinctive colourings of Pierce Arrow's new Special De Luxe models are further enhanced by the smart interior equipment. The cushioning resembles in appearance that of a cowslip chair. The finest of broadcloth, exquisitely tailored, is used. Velvet carpets, padded with a thick layer of resilient oaks and lined with buckram, provide rich floor coverings. Individual hampers replace the customary foot rail. Tiffany like fittings, vanity cases and lighters add to the luxury of the settings.

The Bodywork  
Although somewhat outside our scope, a word may perhaps be justifiable regarding bodywork. The development of long-distance coach services has created a demand for really comfortable passenger accommodation, and whether as a reflection from this, or because improvements in the chassis have served to direct attention to defects in the seating accommodation, short distance buses have also been much improved in this respect. On the other hand, modern design favours a minimum overall height, and in the case of buses having covered top decks, there is a tendency to reduce unduly the head room on the upper deck, with the result that passengers are obliged to stoop when using the gangway. Another common defect is that the stairway is unprotected from the weather, and finally, there appears to be no sound reason why both driver and conductor should not also be fully protected.

The Rigid Six-Wheeler  
When the rigid six-wheeler vehicle was first placed on the market it met with considerable prejudice, and it was freely suggested that it would be in little demand in Britain. The six-wheeler has, however, almost become a common-place on our roads, and its use is by no means confined to the heaviest loads, for which it was primarily introduced. Practically all the leading makers of commercial vehicles now market one or more models of the six-wheeler type, whether steam or petrol driven, and it is satisfactory to be able to record that British manufacturers have been able to secure a leading position abroad for this class of vehicle—"Engineering."

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## 'BUS AND LORRY Features Of British Manufacture

It may be said with some confidence that the Commercial Motor Transport Exhibition, which opened at Olympia on November 7, is of more interest from an engineering standpoint than the recent Motor Show. Touring cars are decidedly more standardised than commercial vehicles, and the average purchaser of the former attaches at least as much importance to the body work as to the chassis. Commercial vehicles, on the other hand, are largely purchased under the advice of engineers with a wide experience of road work, who are usually quite capable of giving due weight to the relative merits of different chassis for particular requirements. As a consequence, the representatives of the different firms exhibiting at the Commercial Exhibition are usually fully competent to discuss their products from a technical aspect, and a further feature tending to increase the interest in this exhibition is that a number of special-purpose vehicles are on show. Many new models of both the four and six-wheeled types are on view but the difference between these and earlier models will frequently be found to be comparatively small, and more in the nature of detail improvements than radical changes in design. At least four of the firms exhibiting, however, have only recently commenced commercial-vehicle manufacture, although three of them have previously had a wide experience in either touring car or motor-cycle production. As these firms are thus free from previous traditions in commercial-vehicle design, and have been able to view the problems involved from a detached standpoint, their products are likely to attract particular attention.

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## "RIDING" IMPROVED Comfort At A Low Cost

An entirely new viewpoint regarding the riding qualities of automobiles has been adopted by the public. Not only have the larger cars been improved to an exceptional degree, but cars in the lower-priced classes are expected also to perform excellently from a riding standpoint.

When announcement was made last year that the lowest-priced four-cylinder car on the American market would be fitted with hydraulic shock absorbers as standard equipment, it marked the opening of a new era as far as the riding qualities of the low-priced car were concerned.

This does not mean that this car was the only one in the low-priced car field to be, shock-absorber equipped, but the fact that this particular manufacturer used easy riding as one of the selling points on his car instead of merely talking about cheap transportation, was a very good indication that the public no longer was content with merely being dragged about by a twenty-horse power motor. Balloon tyres and shock absorbers were and are expected, no matter what price is paid for the car.

There is no doubt but that we shall continue to improve spring suspension and riding qualities; a big stride already has been made during the year of 1928 and 1929. It has been the history of automobile development that as soon as you give the public advantages along certain lines, the demand for still further improvements along those same lines always results. This is, and will be, unfailingly the case with better riding. The public is getting a taste of real riding quality in all price classes, and the demand for better and still better will spur on engineering development in spring suspension and shock absorbers in just the same way that the demand for better acceleration and economy was responsible for high-compression engines and high-turbulence combustion chambers.

## ISIS SIX The New Morris Car

The new "Isis Six" produced by Morris Motors has arrived in Shanghai, one model now being on exhibition at the Auto-Castle. A "North-China Daily News" representative was recently given an opportunity to examine it thoroughly and to drive it for some distance, and found that it was a remarkably fine job throughout.

The body-work is of pressed steel, eliminating many of the troubles incidental to other types, and graceful lines have been achieved. These, in conjunction with chromium plating, make the car most attractive in appearance. Glass is of the Triplex variety throughout, as standardised on all the 1930 Morris cars.

In traffic the car handled beautifully. Top-gear was used without the slightest feeling of distress from the engine practically all the way down Bubbling Well and Nan-king Roads, and it was only on very rare occasions that it was found necessary to use the brake, despite the fact that there was quite a fair stream of cars. The get-away was good, although the car is new and therefore running a little on the stiff side.

The local price is somewhere in the neighbourhood of \$4,400 (price in Britain £375), and for those who like a good-looking British car with fine performance this is an excellent choice.

Features of particular interest to the Shanghai buyer and those throughout China, lay in the New Morris Cowley Saloon (Folding Head) seen for the first time in Shanghai, all Cowley models have adjustable front seats, Triplex glass and Chromium plating.

Of particular interest is the new Morris Minor, touring, it has adjustable front seats, complete all-weather equipment, Triplex glass windcreens and is finished in Chromium plating.

Drive a Trusty  
**"TRIUMPH"**  
the Motor that never fails you

# BUYERS' GUIDE

## MOTOR CARS

ARMSTRONG SIDDELEY—Hongkong Hotel Garage, Queen's Road, C.4769.  
BEAN—Lane, Crawford Ltd.  
BUICK—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.  
CADILLAC—Hongkong Hotel Garage, Queen's Road, C.4769.  
CHANDLER—The Asiatic American Co., 11, Queen's Road East, Tel. C. 578.  
CHEVROLET—Hongkong Hotel Garage, Queen's Road, C.4769.  
CHRYSLER MOTOR CARS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.  
CLYNO—Lane, Crawford Ltd.  
DE SOTO MOTOR CARS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.  
DODGE—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.  
ESSEX—The China Motor Supply Co., 28-28a, Des Voeux Rd. C. 1558 & 3532.  
FIAT—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C.2221.  
FORD—Wallace Harper & Co., Ltd.  
GUY MOTOR PASSENGER BUSES—Republic Motor Co. of China, 30-32, Des Voeux Road, C. Tel. C. 1216 & 6252.  
HILLMAN—Lane, Crawford Ltd.  
HUDSON—The China Motor Supply Co., 28-28a, Des Voeux Rd. C. Tel. C. 1558 & 3532.  
HUMBER—Lane, Crawford Ltd.  
MORRIS—Hongkong Hotel Garage, Queen's Road, C.4769.  
OAKLAND—Lane, Crawford Ltd.  
OLDSMOBILE—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.  
PACKARD—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.  
PACKARD MOTOR CARS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.  
PLYMOUTH MOTOR CARS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.  
PONTIAC—Lane, Crawford Ltd.  
ROLLS-ROYCE—Hongkong Hotel Garage, Queen's Road, C.4769.  
STUDEBAKER—Hongkong Hotel Garage, Queen's Road, C. 4769.  
VAUXHALL—Lane, Crawford Ltd.  
WHIPPLE—Gilman & Co., 4a, Des Voeux Rd., C.  
WILLIS-KNIGHT—Gilman & Co., 4a, Des Voeux Road Central.

## MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS—The Asiatic American Co., 48, Stanley Street, Tel. C. 244.  
BEAN—Lane, Crawford Ltd.  
CHEVROLET—Hongkong Hotel Garage, Queen's Road, C.4769.  
FAO MOTOR TRUCKS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.  
FEDERAL TRUCKS—The China Motor Supply Co. 28-28a, Des Voeux Rd. C. Tel. C. 1558 & 3532.  
FIAT—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C.2221.  
FORD TRUCK—Wallace Harper & Co., Ltd.  
FORDSON TRACTOR—Wallace Harper & Co., Ltd.  
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.  
GRAHAM—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.  
MORRIS—Hongkong Hotel Garage, Queen's Road, C.4769.  
REO MOTOR TRUCKS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.  
SPA—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C.2221.  
STUDEBAKER—Hongkong Hotel Garage, Queen's Road, C.4769.  
WILLIS KNIGHT TRUCKS—Gilman & Co., Ltd, Des Voeux Rd. Central.

## MOTOR CYCLES

B. S. A.—The Sincere Co., Ltd., Des Voeux Road, C.1067.  
HARLEY-DAVIDSON—Garcon Motor Co., 2, Kwong Wah Road, Kowloon, K. 1242.  
HUMBER—Lane, Crawford Ltd.  
MONNET-GOYON—French Motor Cycle Co., 46, Nathan Road, Kowloon.  
NEW HUDSON MOTOR CYCLES—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.  
RALEIGH MOTOR CYCLES—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.  
ROYAL ENFIELD MOTOR CYCLES—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

## TYRES AND ACCESSORIES.

ACCESSORIES—Hongkong Hotel Garage, Queen's Road, C. 4769.  
ACCESSORIES—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.  
FIRESTONE TYRES—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.  
FISK TYRES—Gilman & Co., 4a, Des Voeux Road, C. Tel. C. 290.  
GOODRICH TYRES—The China Motor Supply Co., 28-28a, Des Voeux Rd. C. Tel. C. 1558 & 3532.  
MICHELIN TYRES—Goeke & Co. China Building C. 2221.  
MILLER RUBBER TYRES AND TUBES—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

## CAR LIFE

### Condition Up To Its Driver

The average life of an automobile—all opinions to the contrary notwithstanding—depends entirely on the care given it by the owner. That is the positive assertion of William E. Skelton, service manager of the Graham-Paige Company of Northern California, and one of the best known motor car experts on auto row. And the public, too, has awakened to the importance of "service," and what it means to continued motoring pleasure, and long life to the automobile.

"In this age of universal motor transportation, there is much to be said on the subject of service," Skelton declares. "One of the major items to be considered by the automobile owner is the change of climatic conditions. The long hot summer months, for instance, as well as winter rains and severe cold, have a decided effect on the performance of a motor car, though few people ever consider the weather changes."

"The condition of brakes is another very important item often neglected. Anyone who has ever driven a motor vehicle with faulty brakes has experienced that help-

less feeling of applying the brakes, only to find that something was wrong and they wore of no use. Consistent inspection and care of the brakes should be a motorist's prime thought, always."

"Lubrication at regular intervals also is of great import. The life of the car depends on the attention given in this direction. Oil and grease should be of good quality, and changed often. The cost is nominal and the results phenomenal."

### Where Old Cars Go

Several smelting works in Philadelphia, Pa., melt up annually thousands of worn-out automobiles which are transformed into smooth, shiny ribbons of steel that later go into the manufacture of battleships, locomotives, railroad bearings, typewriters, and even back into new cars. A machine is only worth about \$3 to the junk dealer after it has outlived its usefulness.

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## SLOW DRIVER Big Menace To Traffic

With authorities endeavouring to relieve the growing traffic congestion in every town and city, experts generally are emphasizing the importance of quick pick-up and get-away in automobiles as a factor in clearing traffic.

Engineers of the Willys-Overland Company, who have studied the traffic problem and endeavoured to build automobiles to meet it, declare that the ease of handling the Whippet four and six-cylindered cars in heavy traffic is due largely to the quick get-away of these cars from a standing start. These cars also can be brought to an instant stop due to the powerful braking system on four wheels, they added.

Facility and comfort in the handling of other Whippet models in traffic also is aided by ease of steering. This has been made possible by the use of an entirely new steering gear which was designed for this car and which gives a much greater reduction between the worm wheel and thus reduces the effort required to steer it. Along with these features, the Whippet has a low centre of gravity for greater road stability and riding comfort, and is of such a compact construction that it assures parking in the smallest possible space, although the roominess of the interior is generous throughout, the engineers say. But speed and power to take the steepest hills along with economy of operation are pointed out as outstanding features.

This year, however, Willys-Overland engineers have emphasized style of design and distinctiveness of appearance to an unusual degree and have incorporated in the Whippet an appeal to the eye as well as its proven mechanical advantages.

## PEDESTRIANS SAFER

That the man behind the wheel is sharing the danger of the pedestrian in traffic crashes is indicated by reports reaching the California Committee on Public Safety.

So far this year one Eastern State shows an increase over last year of 40 per cent. in fatalities among occupants of automobiles, while the increase among pedestrians for the same period was only 3 per cent.

The report declares the altered condition is due to speed. It is estimated that cars now are being driven approximately ten miles per hour faster than formerly, states the committee.

## 260-MILE AUTO ROAD

A modern automobile road, 260 miles long, is under construction between San Sebastian and Madrid, Spain. The roadway will be 95 feet wide, with six feet set aside for parked cars. The curves are to be made wider and will be banked, enabling drivers to make turns without having to slacken their speed. At every few miles there will be stationed small huts where one can buy gas, tyres and other accessories, and at no point will there be any intersection with other roads. Where other roads cross the speedway they will either be elevated or tunnelled.

## CAR INSURANCE The Difficulties of Compulsion

On the question of drivers with bad insurance records who cannot obtain cover at any cost, the point arises, emphasizes "The Light Car and Cyclist," whether if insurance became compulsory they would thus be prevented from driving. Lord Russell has suggested that this would be a public advantage, but it is incredible that British law could ever fall so short as to allow a man to be tried and found guilty by a combine of insurance companies!

In matters of less importance compulsory insurance also bristles with difficulties. There are many men, for example, who run two cars but who have only one in use at a time; there are others who run a car and a motor cycle, and there are others who drive different cars almost every day of their lives. Third-party insurance providing for their requirements at equitable rates would have to be of a rather complicated character. If the policy applied to the individual it would have to be separate from any "comprehensive policy" protecting him against loss of or damage to his car, and would create all manner of complications. It is sincerely to be hoped that if third-party insurance must be made compulsory it will not be the subject of rash and hurried legislation.

Most attention is being directed at the present time to the question of compulsory insurance.

## Another View

Compulsory third-party insurance is once again in the limelight and may before long find its way into the Statute Book. It is sincerely to be hoped, says "Motor Cycling," that if it must be introduced its many difficulties and pitfalls will first be thoroughly examined. It has been suggested by some newspapers that administration would resolve itself into terms of "no policy, no driving licence." This would give the licensing authorities a difficult task, if not an impossible one under present-day conditions.

How would they deal with the man who rides a motor cycle one week and drives a lorry the next? Would he have to pay a year's premium at lorry rates? And what of the man whose comprehensive policy gives third-party cover whilst riding a named machine. Would his licence allow him to ride only that one machine?

Similar difficulties arise if it is suggested that the insurance should be associated with the vehicle licence. What of the man who owns two machines? He can ride only one at a time and yet needs two vehicle licences. Again, it would be necessary to provide for vehicle owners who take out part-year licences and lay up their machines for several months at a time, whilst the insurance companies would be called upon to cover an unknown risk in the form of the skill of the person who happened to be driving the vehicle.

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## CYCLING G.O.M.

### 80 Years Old Essex Man's Daily Ride

Mr. John Orme, of Wickford (Essex), now in his 80th year, has a greater variety of hobbies than many men half his age, and chief amongst them is motor-cycling.

For 50 years he lived in the Leytonstone district, and when he moved to Wickford recently he pulled down his bungalow and reerected it without assistance, even to the brickwork on the chimneys.

He was soldering up the parts of a fountain for his garden when a newspaper man called on him.

Mr. Orme, a striking figure nearly six feet tall, straight as a dart, and with a long, snowy beard, is high up in the veteran class of motor-cyclists, although he is too modest to claim the distinction of being the oldest in the country.

He is out every day on his machine, and his average for the past three weeks is 80 miles a day. He generally has his grown-up daughter in the sidecar.

## Cool in Traffic

Crowded roads hold no terrors for Mr. Orme. "I can thread my way through without any qualms," he said.

His machine is a modern one, but he drove one of the first models ever constructed, and before that rode practically every kind of pedal machine, many of them ponderous pre-penny-farthing contrivances.

Mr. Orme is a retired manufacturer of scientific instruments—his business in High Holborn is now carried on by a son—and amongst the 20 patents which he brought out were several for the improvement of the bicycle. That is why, although he at one time owned two motor-cars, he has gone back to his old love.

He showed the interviewer a high-framed machine which, he said, he uses for short runs.

"How many are now living, I wonder, who recall the London Tricycle Club's first 24-hour run from Croydon, in 1893?" Mr. Orme asked. "The idea was to see how far we could travel in that time."

## A Valued Trophy

He produced a somewhat tarnished silver and enamel medal, which was his reward for completing 150 miles.

"But," he emphasised, "the machine I rode weighed a hundredweight. It was what was known as a 'half-sociable.' There was one wheel, 48in. in diameter, at one side, with two other 18in. wheels front and back.

"The race was won by Humber, the founder of the now famous motor and bicycle firm. He covered 220 miles, and received a gold cup.

"Humber rode a special tricycle he had just invented, with two large back wheels and a small one at the front. It was this machine's first appearance on the road."

On that occasion Mr. Orme said he pedalled from Croydon to Brighton in four hours.

## Worn Tyres Came Off

"In those days of cushion tyres and big wheels," he continued, "we carried no tool bags for repairs—we hadn't even a brake. The principal thing to remember on a long journey was brown paper and candles, so that when a tyre came off one could light the paper and by melting the candles into the narrow rims make a good 'cement.'"

Three years ago, during the general strike, Mr. Orme daily drove his daughter on the pillion and in the sidecar of his motor-cycle from Leytonstone to the City.

"The strikers in Lea Bridge-road used to cheer us as we went by every morning, but they smashed up my Studebaker car which I loaned to some friends to enable them to get to their work."

## Never Worries

Mr. Orme moves about like a man of 50. I suggested that this was due to pedalling hundredweight cycles about the country in his younger days.

"Not a bit of it," he replied. "I am fit simply because I have never touched alcohol or tobacco in my life. Nor do I worry. I employ all my waking hours doing something. I never brood."

Incidentally, his self-built bungalow has just been handed over to a family who have been turned out of their home.

## PRIVATE CAR

### Debt Of Commercial Designers

Commercial-vehicle designers are deeply in debt to the private car, more particularly as regards the engine. The tendency in private-car practice for some years has been to reduce the diameter, while increasing the number of cylinders, and this tendency has been followed, although to a lesser extent, by the commercial-vehicle designer. Eight and twelve-cylinder engines are by no means uncommon on private cars, while there are actually more six than four cylinder models among the cars recently put on the market. In commercial-vehicle practice, on the other hand, engines having more than six cylinders are extremely rare, and the four-cylinder engine is still very widely used. The reason for this apparent conservatism on the part of commercial-vehicle designers is to be found in the respective requirements of the two types of vehicle.

The private-car owner attaches great importance to smooth running, rapid acceleration, and very high maximum speeds, while these factors, although of increasing importance for the commercial vehicle, are still of secondary value, as compared with reliability, ease of overhaul, and first cost. Apart from the actual number of cylinders, however, the commercial-vehicle engine has closely followed private-car design in the tendency to higher crankshaft speeds, and speeds approaching 3,000 r.p.m. at full power are now not uncommon for the former type of engine. A high crankshaft speed affords one of the most valuable means of increasing the power-weight ratio, as it tends to the elimination of the slogging action which characterised the early commercial-vehicle engines. This action imposed high stresses on the various elements constituting the transmission, with the result that these elements required to be very robust and heavy to stand up to their work.

High crankshaft speeds postulate light reciprocating parts, large valve areas, the avoidance of tortuous gas passages, and so on, and in all these respects, the two types of engine now present a close similarity—"Engineering."

## Drive a Trusty

### "TRIUMPH"

the Motor that never fails you



"Be sure to see it"

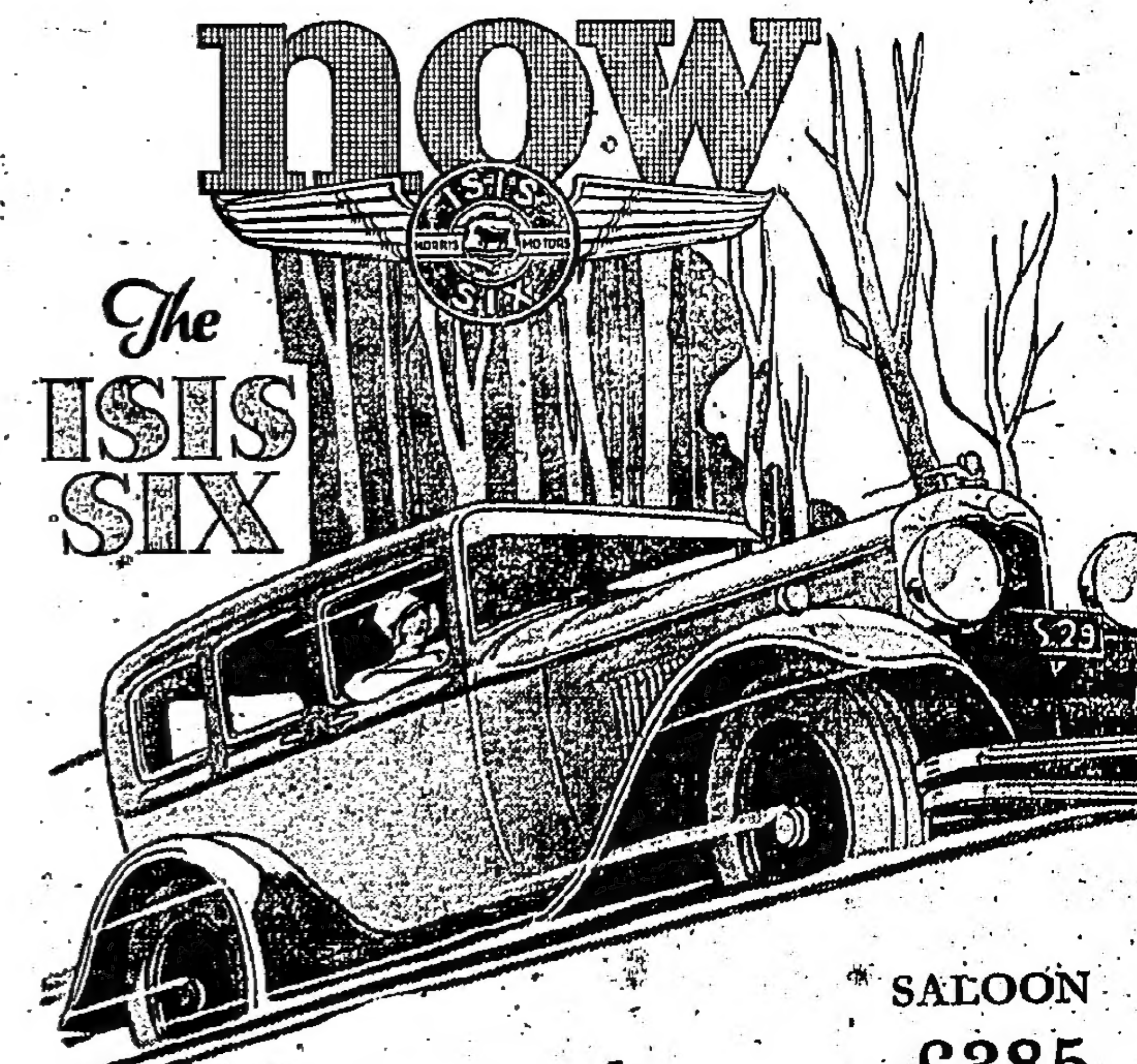
# The New BUICK

with New Shock Absorbers  
that check both bound and rebound

114" Wheelbase Marquette Models ..... \$31,470 to \$31,600  
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132" Wheelbase Buick Models ..... \$32,195 to \$32,890

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33 WONG NEI CHUNG ROAD, HAPPY VALLEY.



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A POPULAR SPORT AT THE CRYSTAL PALACE.—The Crystal Palace Motor Cycle Racing Club held their fifteenth race meeting at the Crystal Palace, London. Well-known riders took part in the event. This photo shows an awkward position for a passenger. L. T. Truett, Norton and side-car, the winner, is seen taking the Mass hairpin bend in the Richmond Cup race for motor-cycles and side-cars. Note the passenger's determined expression. (Sport and General).



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# Hongkong Sunday Herald.

二廿月二十年九十二百九千一英 HONG KONG, SUNDAY, DECEMBER 22, 1929. 二廿月一十 國民華中

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## PEAK TRAM PRANK

### Might Have Ended In Disaster

#### STONES ON TRACK

A prank that might have ended in disaster was played by two Chinese boys on Friday afternoon when they placed stones on the Peak Tram track at the Kennedy Road Station, to see, as one of them put it immediately after arrest, how high the tram would jump!

Thanks to the sharp eye and prompt action of a Chinese Tram Inspector who was riding in the 1.10 p.m. down tram, the disaster was averted—and he was also responsible for the arrest of the bigger of the two boys. The other was subsequently arrested by Detective Sergeant J. Murphy following information received from the elder boy.

When the case was called before Mr. A. W. G. H. Grantham at the Central Magistracy yesterday, both boys, who had been released on bail of \$50 each, appeared. The elder had admitted the offence, but the other denied it.

#### Vigilant Inspector

The case for the prosecution was that as the 1.10 p.m. down tram was nearing the "Lower" Road bridge, the Chinese Tram Inspector noticed two Chinese boys on the track outside the Kennedy Road Station. Both boys were stopping, and concluding that they were placing obstacles on the tram lines, he communicated with the driver and got him to stop the tram just before reaching the Kennedy Road Station. As soon as the tram had stopped, the Inspector jumped off and when the two boys saw him they ran away.

The Inspector gave chase and caught the elder boy, the other getting away for the time being, but was eventually got by the Police. After catching the elder boy, the Inspector took him to the Kennedy Road Station and then proceeded to clear the lines and allowed the tram to go on. Then the Police were communicated with and the elder boy was handed over, the Tram Inspector taking the stones with him to the Police Station as evidence.

#### Pieces of Granite

These nine fair sized pieces of granite were produced in Court.

In view of the younger boy's denial, the Magistrate put the elder one in the witness box. Here he gave his name as Cho Chi-man and admitted in a straightforward manner that he had placed stones on the tram lines. The suggestion, he said, was first made by the other boy and he agreed. The second boy also placed some stones on the lines.

Whilst giving evidence this had played about with the Court Bible and Mr. Grantham said sternly: "Leave that alone, it is not your business."

In spite of the first boy's evidence, the other one persisted in his denial, but the Magistrate convicted both.

Detective Sergeant Murphy then asked that a serious view be taken of the matter as it was of fairly frequent occurrence and this was the first time they had caught any one. The Police wished to make an example of these two boys.

#### Endangering Life

Replying to the Magistrate, the Chief European Tram Inspector said that the placing of stones on the track was liable to derail the tram at the time and all their lives were endangered.

The Magistrate ordered the boys to each receive 12 strokes of the cane.

In conversation with the "China Mail" reporter outside the Court, the Chief Tram Inspector explained that the lines outside the Kennedy Road Station were the most dangerous section of the track to place stones on as there was a bend which would throw the weight of the tram on one side and the obstacle could easily cause the wheels to leave the lines with very serious consequences, as there is a deep nullah by the side of the tramway.

## CHURCHGOING REVIVAL

Is there a revival of church-going? Of recent years it has frequently been declared that there is a serious decline in the attendances at Divine service, and grave warnings have been uttered of the consequences.

But, writes a London correspondent, the first three people to whom I tried to telephone—two in town and one in the country—were all, I was informed, at church with their families.

## INSTONE BREWER

(Continued from Page 1.)

told to put the balance sheet in Chinese also.

You mean that the English was to be translated into Chinese?—Yes.

#### "Sundry Creditors"

Answering other questions, Mr. Leo said that the meeting was most likely held on the afternoon of June 8. Usually the directors' meetings were held in the afternoon. Witness started to translate the balance sheet into Chinese on the following day (a Saturday). He did not understand some parts of the balance sheet, so he asked the Bank auditor, Mr. Li Tung, to assist him. One of the items that witness could not translate into Chinese was "Sundry Creditors."

It was after the meeting on the previous day that he (witness) discovered that he could not translate the balance sheet, so on the Saturday morning he rang up the auditor and asked him to come to the bank. This would be at about 10 a.m., and Mr. Li Tung came soon after.

Mr. Li Tung and witness wrote the Chinese translation together. They were alone. The translation was completed on the Saturday morning. Then a new copy of the balance sheet was typed out and the Chinese translations of the various items were written on the left side of the document by the typist. The typist handed the clean copy to witness in the presence of Mr. Li Tung and two of the directors, who happened to be at the bank. They all examined the balance sheet.

#### The Balance Sheet

Afterwards witness wanted to show the balance sheet to Mr. Brewer or his wife but found that they were both not there. The reason witness wanted to show the balance sheet, was because during the translation into Chinese the auditor had cut out two lines.

#### They were:—

Issued Capital ..... \$1,480,200  
Unallotted Reserve ..... \$1,130,000  
The two items were included by the auditor in Paid-up Capital.

When witness found that both Mr. and Mrs. Brewer were out, he sent the balance sheet to the printers by messenger, asking for a proof. The proof was received one or two days later, and after checking the Chinese part of the balance sheet he showed the proof to Mrs. Brewer. The auditor's signature was not on that proof.

#### Some Alterations

Later Mrs. Brewer sent for witness and questioned him about the alterations in the two items previously referred to and he told her that they were made by the auditor. Witness was then told to telephone for Mr. Li Tung and the latter came round and saw Mrs. Brewer.

Finally Mrs. Brewer handed the proof back to witness and he saw then that the auditor's signature was on it. Then witness asked three directors who were at the bank to sign also. After that he could not remember if he returned the proof to Mrs. Brewer, or kept it himself, or took it to the printers. He had been to the printers several times, but could not remember for what purpose.

On a subsequent date, about June 11 or 12 a number of proofs, between 10 and 20 were received from the printers.

By Mr. Fitzroy: When witness first sent the balance sheet to the printers on June 9 the Report of the Directors was not on the back of it. He remembered, however, that another typewritten paper was sent in company with the balance sheet.

#### The First Proof

The proofs witness received subsequently from the printers contained the corrections made on the first proof. They were clean proofs, so witness sent one to each of the Hong Kong shareholders of the bank together with letters inviting them to attend a meeting. This would be about June 12 or 13. Witness did not show any of the proofs to Mr. Brewer before sending them to the shareholders.

Mr. Fitzroy: Why not?—I am under the impression that he was ill for a few days about that time and did not attend office.

The general meeting, witness

## LABOUR CRITICISED

(Continued from Page 1.)

Whereas schemes of municipalities or public companies sanctioned by Unemployed Grants Committee in the last two years of the late Government had involved an expenditure of \$5,000,000 in six months, during which the present Government had been in office, this committee alone had sanctioned \$13,500,000 for 630 different schemes, and at the present moment there were 923 fresh schemes under consideration, of a total value of \$18,000,000, \$8,500,000 expenditure had been sanctioned on electricity development.

#### Docks and Harbours

In regard to docks and harbours, here again the study of the unemployed problem convinced him that, if we wanted to develop our trade, more facilities and more efficient plant was required at many of our docks and wharves. He had invited a committee of dock authorities to meet him, and schemes had been approved for docks in such places as Dundee, Milford, Liverpool, Newcastle-on-Tyne, Shoreham, Inverness, Boston and Aberdeen. He would be deceiving the House if he did not frankly say that in the end these schemes were the only expedient.

"I do not believe any Government can solve the unemployment problem by merely temporary schemes of whatever kind. I do believe that, in addition to all this speeding up that I have enumerated, you have got to concentrate on your export trade."

He deplored the fact that the late Government had abolished trade commissioners for 22 different countries. The present Government proposed to restore most of these. It was engaged in reviving the whole of that department.

#### Trade Prospects

Dealing with the general trade prospects of the country Mr. Thomas said that recent events in London and America could not be minimised. Their effect was very serious. On the other hand, there were bright prospects in certain industries, if unification and nationalisation could take place. The motor industry offered more hope of employment than others. In the steel industry great changes were taking place. The steel industry was passing through a difficult period, and the cotton industry was in the same position precisely. He was applying himself in consultation with those trades and with experts to see how far they could stimulate those industries.

In conclusion, he repeated that he would do all he could by the expenditure of public moneys to provide employment, always provided it added to the efficiency and general prospects of the country as a whole. Just as his predecessor put on the brake he was putting on the accelerator. The motion against the Government was rejected by 222 votes against 146.—British Wireless Service.

said, was held on June 13, 1928, in the Directors' Room at the bank. Before the meeting some of the directors gathered in the witness's room and he told them that the Chairman (Mr. Brewer) was ill and there would be no one to preside. In the Board Room it was suggested to elect an acting Chairman, but none was elected and the meeting was adjourned until the Chairman recovered.

#### Laughter in Court

Replying to Mr. Brewer, witness said that he made an entry in the minutes book concerning that meeting.

Asked to read it, witness read to the effect that the meeting was held in the absence of the Chairman who was ill. The accounts were unanimously passed, two directors were re-elected, and then the meeting was adjourned until a "suitable date" on account of the Chairman's illness.

Mr. Fitzroy: You have said that there was no meeting on the 18th, please explain why that entry was made.

Witness caused some laughter when he replied that those two resolutions were meant to be proposed that day, and when the meeting was adjourned, the resolutions were meant to be adjourned too! The meeting proper was held on July 21, 1928.

At this point the case was adjourned until Monday afternoon.

## COAL MINERS' ISSUE

### The Power To Compel Amalgamation

#### CONCESSIONS FORECAST

Rugby, Yesterday.  
It is anticipated that there will be many close divisions during the committee stage in the House of Commons of the Government's Coal Mines' Bill, which was passed on the second reading by a majority of eight.

The "Times" states that the Government are prepared to make substantial concessions on the marketing section of the bill.

The "Daily Herald" fears that the protracted proceedings in committee may hold up business to such an extent as to endanger the Government's legislative proposals. Discussing the demands for changes in bill "The Herald" says that some of these come from certain of the Government's supporters, and adds: "Doubtless there will be overtures and conversations and, perhaps, before these are begun, the Government will be able to satisfy itself and its opponents on the disputed question of whether there is or is not existing statutory power to compel amalgamations among colliery companies.—British Wireless Service.

## THE NORTHERN WAR

### Shansi Troops Join Against The Rebels

#### Nanking, Yesterday.

Minister Chao Tai-wen wired on December 17 to Nanking that General Chu Shu-chiang, at the head of 4 divisions of Shansi troops, has arrived with 2 divisions at Sinsiang, a district on the Kiu-Han Line, North of Honan, while the two remaining divisions are following on. The participation of the Shansi troops against the rebels has been confirmed.

#### A New Link

Peking, Yesterday.  
General Chang Hsueh-liang has given full support to General Yen Hsi-shan's draft telegram, denouncing the rebels, which will very soon be circulated.

After his revolt, General Tang Seng-chi, finding that he is not supported by General Yen Hsi-shan, has led his troops from Hsueh-chang to the Lung-Hai Line in order to occupy Loyang to link up with the Kuomintang, and from Chengchow and Kailong to the East to combine with Generals Han Fu-kui and Shih Yu-san.

**Tax Payments**  
It will be remembered that at the time of the recent trouble, the Central Bank notes depreciated to such an extent that the Government had to pass a regulation, compelling the payment of all taxes in the ratio of 80 per cent. in coins and 20 per cent. in notes, in order to maintain the value of notes, the local financial authorities have, it is learned, proposed to collect all taxes in the ratio of 70 per cent. in coins and 30 per cent. in notes, as from January 1, 1930. This proposal will be put into effect as soon as it is passed by the Provincial Council.—Canton News Agency.

## LORD BYNG ILL

### Visit To South Africa Postponed

Rugby, Yesterday.  
The following bulletin was issued last night from the London residence of Lord Byng of Vimy, whose proposed departure for South Africa yesterday was postponed owing to a setback in his progress: "Bronchial Catarrh and fever continue and necessitate quiet and confinement to bed. His general condition is satisfactory."—British Wireless Service.

## KOWLOON F.C. TRIP TO MACAO

About twenty members of the Kowloon Football Club are paying a visit to Macao to-day, to participate in a match against a Macao club. The team will be picked during the journey. They will leave Wing Lok Street Wharf on the s.s. "Sui An" at 9 a.m. and return from Macao at 4 p.m. the same day.

Printed and published for the Proprietors, the Hong Kong Herald Publishing Company, by DAVID CHRISTIAN WILSON, business manager, at 88, Wyndham Street, Hong Kong.

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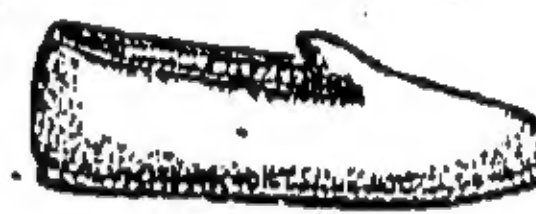
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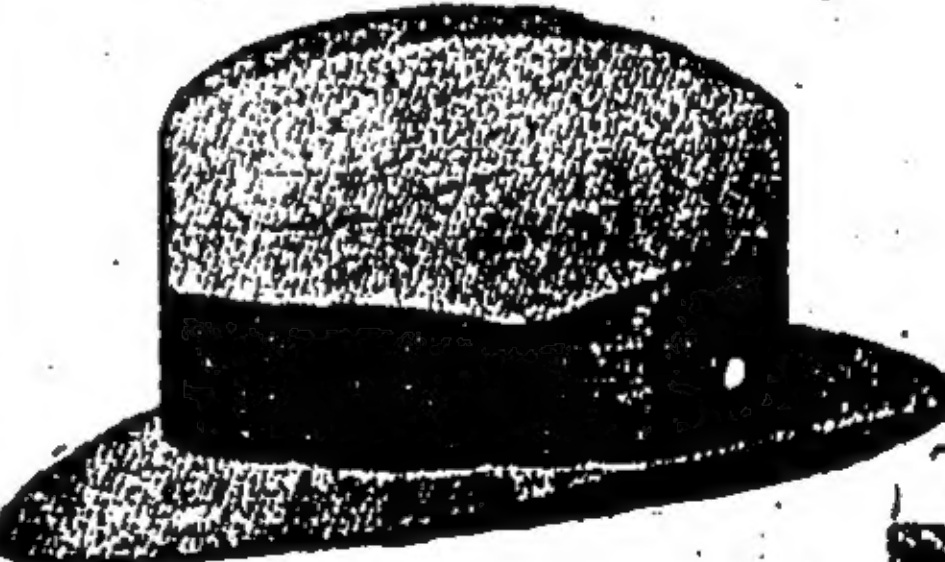


## UNDERWEAR SCARFS SLIPPERS CHOLERA BELTS



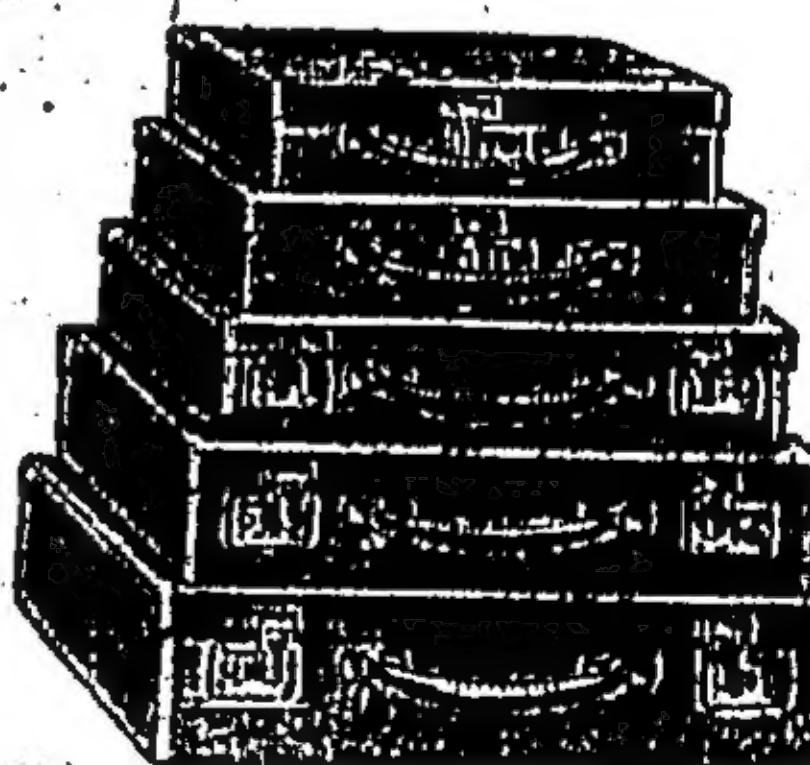
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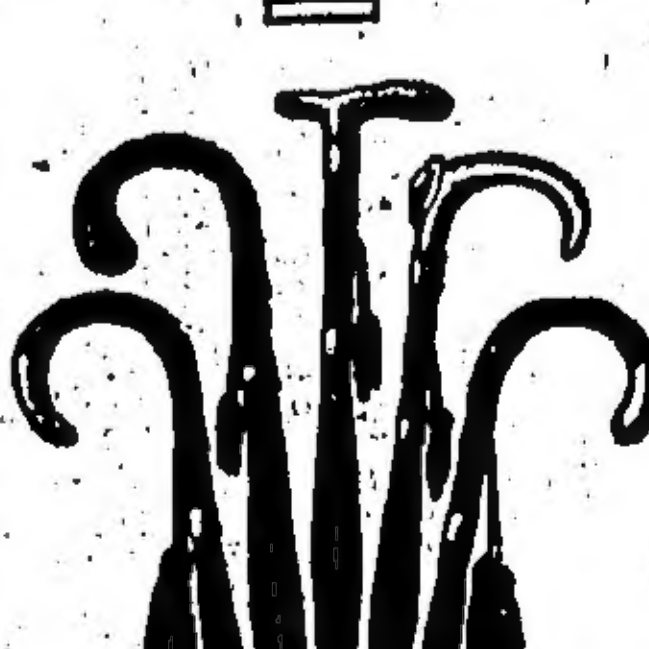
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